The Hong Kong Daily Press.

No 4372 二十七百三千四第 日八廿月九庚 年未辛治同 HONGKONG, FRIDAY, 10TH NOVEMBER, 1871. 五月禮一 號十月一十英 港香 [PRICE $2½ PER MONTH

Arrivals.

Nov. 9, SIRENE, North Ger. bk., 350, Claussen, Newchwang 26th October, Beans.—BOURJAU, HUBENER & Co.

Nov. 9, PAHADIES, North Ger. bark, 350, Popp, Singapore 10th October, Timber.—SIEMSSEN & Co

Nov. 9, NEUHOF, North German bark, 401, Wentt, Saigon 10th October, and Cape St. James 13th, 9,000 piculs Rice.—WM. PUSTAU & Co.

Nov. 9, JOHN MCKEAN, Brit. sch., 290, Taylor, Yokohama 15th October, 5,000 piculs Rice.—BIRLEY & Co.

Nov. 9, IMOGEN, Brit. bk., 383, Mathews, Saigon 20th October, Rice.—THOMAS HOWARD & Co.

Nov. 9, RESOLUTION, Brit. sch., 149, Stobell, from Whampoa.—BOURJAU, HUBENER Co.

Nov. 9, EREBALDA, North German bk., 365, Koppelmann, from Whampoa.—BOURJAU, HUBENER & Co.

Nov. 9, PEPITA, Span. bk, 269, A. Erquiaga, Sual 3rd November, Dye Wood.—REMEDIOS & Co.

Departures.

Nov. 9, VOLGA, str., for Yokohama.
Nov. 9, ADVANCE, for Bangkok.
Nov. 9, H.M.S. THISTLE.
Nov. 9, H.M. g-b. CURLEW, for Shanghai.
Nov. 9, HAIL COLUMBIA, for Bangkok.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 9TH NOVEMBER.

Aarhuus, for Manila.
Hail Columbia, for Bangkok.
Agnes, for Amoy.
Moonlight, for Bangkok.

Passengers.

None.

Reports.

The North German bark *Sirene* reports left Newchwang on 26th October, had N.E. monsoon and moderate weather all the passage down to this port.

The Spanish bark *Pepita* reports left Sual on 3rd November, with N.E. monsoon blowing strong, and very heavy sea till arrival.

The North Ger. bark *Neuhof* reports left Saigon on 10th Oct, and Caps St. James 13th, experienced fine weather with light N.E. winds as far as lat. 17 N., long. 118 30 E.; then had strong N.E. monsoon with very heavy sea until the morning of arrival, when it moderated.

The British schooner *John McKean* reports left Yokohama on 15th October, had the first part of passage fine weather with light winds and calms till 6th instant, then strong gales from N.E. with heavy sea, during which lost several sails; then moderate till arrival.

The North German bark *Paradies* reports left Singapore on 10th October; had the first part of passage variable winds and weather until 29th October, when had N.E. monsoon till 3rd November, then had very heavy squalls, attended with much rain, which lasted for two days, then fine weather and steady monsoon till arrival.

The British bark *Imogen* reports left Saigon on 20th October, had strong N.E. monsoon up the China Sea to the Luzon Coast, after which had two days calms and light N.E. winds; from the Luzon Coast strong N.E. monsoon and heavy sea; sighted Lema Head at noon of the 9th November. Off Scarborough Shoal passed a large American ship, standing to the Southward, name unknown, on the 5th November.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	From.	Dates.
Sea Belle	London	June 7
Deerfoot	Shields	June 11
Georope	Cardiff	June 29
Johanna & Willem	Amsterdam	June 30
Aline	Hamburg	July 2
Canton	Hamburg	July 4
Bombay	London	July 29
Meteor	Newport	July 30
Sardis	Penarth	Aug. 1
Thereso	Hamburg	Aug. 2
Lochbulig	Aberdeen	Aug. 4
Isles of the South	London	Aug. 11
Walegrif	London	Sept. 1
S.K. der Nerlanden	Rotterdam	Sept. 1
Mathilda Atheling	Cardiff	Sept. 6
Northfleet	London	Sept. 14
R. C. Rickmers	Cardiff	Sept. 14
Danube (s)	London	Sept. 16
Dioscuren	Hamburg	Sept. 17
Hai-loong(s)	Aberbeen	Sept. 19
Canaan	London	Sept. 21
Glendarroch (s)	London	Sept. 26
Dr. Petermann	London	Sept. 26

Auction Sale To-day.

LANE, CRAWFORD & Co.
Sundry Articles.

FOR SALE.

THE PROPERTY OF THE UNDERSIGNED, WHO IS ABOUT TO LEAVE FOR EUROPE.

A FAST Trotting Black Australian MARE, quiet under the Saddle and in Single and Double Harness.

A Two-wheeled DOG-CART and Single Harness, complete.

A Two-wheeled PONY CARRIAGE, with Hood; and a Dun North-China PONY, with Harness, complete.

The Fast Trotting Bay North China PONY "TURK," quiet in Harness and under the Saddle, and will carry a Lady.

Sundry SADDLES, BRIDLES, Horse CLOTHING, &c.

The above-named Animals have been regularly ridden and driven in Macao.

For further particulars, apply to
MORTIMER E. MURRAY,
Macao.
2w 1937 Macao, 8th November, 1871.

TEN DOLLARS REWARD.

LOST,

TUESDAY EVENING, between the Club and the Hotel, four Chubb's KEYS on a gold split ring. The finder bringing same to the Manager at the Hongkong Hotel will receive Ten Dollars reward.
tf 1843 Hongkong, 27th October, 1871.

WANTED.

A STEWARD for the HONGKONG HOTEL. Apply to
THE MANAGER.
N.B.—None but superior men, with unexceptionable references, need apply.
tf 1876 Hongkong, 1st November, 1871.

WANTED.

A SITUATION in a Mercantile Office or Bank in any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.

Apply to E. V. C., care of the Editor of the *Daily Press*.
tf 1708 Hongkong, 6th October, 1871.

NOTICE.

THE undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at $12 per Ton, delivered alongside.
TAN KEN SENG & BROS.
tf 1470 Saigon, August, 1871.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL 5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, ESQ.
E. R. Bellino, Esq. | Julius Moses, Esq.
A. Joost, Esq. | S. D. Sassoon, Esq.
Wm. Lemann, Esq. | G. E. Weller, Esq.
H. Melchers, Esq.

Managers:—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance,
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 10621 Hongkong, 9th September, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VON RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.

The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.

Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average	*f.p.a.*
From Canton	Tea,	2¼ %	1¾ %
" Macao	Silk,	2 %	1½ %
" Hongkong	Other Merchandize,	2½ %	1¾ %

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtsze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

CONSULAT DE FRANCE A HONGKONG

DES Soumissions cachetées pour la Fourniture de la FARINE DE FROMENT à effectuer à Saigon, pendant l'année 1872-73, pour le service des Subsistances de la Marine, seront reçues au Consulat de France jusqu'au 15 Décembre 1871 à 4 P.M. Il sera donné communication du cahier des charges relatif à l'adjudication en la Chancellerie tous les jours de 1 à 2 heures.

Le Gérant du Consulat,
CHS. L. DE LA FOREST.
Hongkong, 28th September, 1871.

FRENCH CONSULATE, HONGKONG.

SEALED TENDERS for the supply of WHEAT FLOUR, to be delivered at Saigon in the course of the year 1872-73 for the Commissariat of the Navy, will be received at the French Consulate up to 4 P.M. of the 15th December. Particulars as to the list of conditions on which the adjudication will be based, will be communicated at the Chancellor's Office, from 1 to 2 P.M. every day.
CH. L. DE LA FOREST.
Acting French Consul.
1662 Hongkong, 28th September, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

NOTICE.

ESTATE OF WILLIAM BALFOUR KINNEAR, Esq., *Deceased.*

ALL persons having claims against the Estate of the late WM. B. KINNEAR, late of Foochow, deceased, are requested to send particulars thereof to the Undersigned, on or before the 1st October next, otherwise such claim will not be admitted. All persons indebted to, or holding funds or property of, the said WM. B. KINNEAR, are requested to communicate as soon as possible with the undersigned.
HENRY LOWCOCK,
Attorney for GEORGE THOMAS KINNEAR,
Sole Executor.
tf 1454 Hongkong, 26th August, 1871.

ORIENTAL HOTEL BOWLING ALLEYS.
Proprietor—J. BAYNES.
Wines and Spirits of the best quality only.
tf 1726 Hongkong, 11th October, 1871.

Notices of Firms.

NOTICE.

DURING my temporary absence Mr. WM. MATHISEN will sign my name per procuration.
FREDERIC DEGENAER.
tf 1909 Hongkong, 5th November, 1871.

MR. CARLOS V. M. MARQUES has this day been admitted a partner in our firm.
DA SILVA & Co.
7d 1899 Hongkong, 1st November, 1871.

I HAVE this day established myself at this port as GENERAL COMMISSION AGENT.
Office:—16, Bank Buildings, Queen's Road.
C. R. MEUSER.
1m 1788 Hongkong, 16th October, 1871.

NOTICE.

THE business hitherto carried on at this place under the style of HAUSCHILD & SORNSEN having been amalgamated with our own, both Mr. L. HAUSCHILD and Mr. F. SÖRNSEN have this day been admitted partners in our firm, which in future will consist of
MR. WM. G. HALE.
" J. G. CASWELL.
" L. HAUSCHILD.
" F. SORNSEN.
WM. G. HALE & Co.
tf 1744 Saigon, 1st October, 1871.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1678 Swatow, 2nd October, 1871.

THE interest and responsibility of Mr. J. DEFRIES in our firm ceased from this date.
E. ESTARICO & Co.
tf 1553 Hongkong, 1st September, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDERICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

THE interest and responsibility of Mr. J. A. KOCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.
J. SMITH & Co.
tf 1410 Chefoo, 6th August, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

THE Undersigned have to-day established at this place a GENERAL COMMISSION and AGENCY BUSINESS, in connection with a Steam Rice-Mill, under the style and firm of
WINDSOR, REDLICH & Co.
DANIEL T. WINDSOR.
ALEXIS REDLICH.
Bangkok, Siam, 15th August, 1871. [3m 1388

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary
Hongkong, 1st November, 1871. [tf 895

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20 % of the net profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
tf 1310 Hongkong, 1st August, 1871.

COAST OF CHINA.

NOTICE TO MARINERS.

CHAPEL ISLAND LIGHTHOUSE.

ON or about the 15th of November next, the Chapel Island Light will be lighted.

The apparatus is of the First Order, showing all round the horizon a Fixed White Light varied by Flashes at intervals of half a minute. The centre of the light is 227 feet above High water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet in height from base to vane. The tower will be painted black, and the Lightkeepers' dwellings and surrounding wall will be painted white.
(Signed) A. M. BISBEE,
Divisional Inspector.
Harbour Master's Office,
Amoy, 20th October, 1871. [tf 1833

NOTICE OF REMOVAL.

ROSE & Co. have temporarily REMOVED their Business Premises from the Corner of Pottinger and Wellington to that of D'Aguilar and Wellington Streets, opposite Club Chambers, the Premises formerly occupied by Mr. A. BOYES.
tf 1532 Hongkong, 7th September, 1871.

NOTICE.

ONE JOSEPH WHEELWRIGHT, a citizen of the United States, and formerly of Fok Chow, in China, was many years resident at Kimanis, on the N. W. Coast of Borneo, and subsequently at Labuan—entered into partnership with the undersigned for the purpose of trading along the N. W. Coast of Borneo, Malludu, and Palawan.

On the 24th of May last, for the purpose aforesaid, the said JOSEPH WHEELWRIGHT left Lubuan in command of the *White Cloud*, a fore and aft rigged schooner of about 60 tons burthen, and had on board goods belonging to the undersigned to the value of $2,709.61½, (in this sum is included the said JOSEPH WHEELWRIGHT's debts contracted in Labuan amounting to $622.82½).

The said JOSEPH WHEELWRIGHT arrived at Balabak on the and traded there to the extent of $600 or $700, out of which the undersigned received $500. Whilst the Chinese supercargo and clerk were on shore, the said JOSEPH WHEELWRIGHT sailed away from Balabak on the night of the 26th August last, leaving the Two Chinamen to find their way back to Labuan in the best way they could, and the schooner has not been heard of since. The *White Cloud* had, when she left Balabak, cargo to the value of $2,209.61½ cents.

I, the undersigned, hereby notify that a reward of Fifty Dollars ($50) will be paid by the undersigned in Labuan, or by his Agent, CHOA KIAT SIANG, of Kin Cheong Hong, at Hongkong, to any person who can give the undersigned, or to his Agent at Hongkong, any information as to where the said JOSEPH WHEELWRIGHT may be found.
CHOA MAH SOO,
(*Chop*—BOON BEE).
1901 Labuan, 18th October, 1871.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales' Room, *Queen's Road*,
THIS DAY,
the 10th November, 1871, at noon,—
An Invoice of Coward's Oilman's STORES, comprising PICKLES, SALAD OIL, VINEGAR, MUSTARD, Tart FRUITS, CAPERS, CLIVES, SAUCES, CHOUX DE BRUXELLES, CURRANTS, RAISINS, JAMS, JELLIES, MACCARONI, OATMEAL, BLOATERS, Fresh HERRINGS, CHEESE, TOMATOES, Green PEAS, CHUTNEY, CURRY POWDER.

Also,
Cheval and Toilet GLASSES, Hair BRUSHES, Hair OIL, POMATUM, Puff BOXES, TOILET SOAP, FLANNEL, MATCHES, ENGRAVINGS.
2 Kerosine Oil CHANDELIERS.
Ex "Yosemite."
400 Boxes SOAP.
A lot of California POTATOES.
1934 Hongkong, 8th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. O'HARA, Esq., to sell by Public Auction, at his residence, Ice House,
TO-MORROW,
the 11th November, 1871, at noon,—
The whole of his HOUSEHOLD FURNITURE, comprising Drawing-room, Dining-room, and Bed-rooms SUITES; COUCHES, CHAIRS, Bombay Inlaid Marble-top TABLE, ENGRAVINGS, MIRRORS, CHANDELIERS, LAMPS, CARPETS, RUGS, SIDEBOARD, Dining TABLE, Old PAINTINGS, Dinner, Dessert and Breakfast SETS, Crockery and Glass WARE, Plated WARE, BEDSTEADS, WARDROBES, Dressing TABLE and GLASS, Marble-top WASHSTAND and SERVICE, &c., &c.

1 Parlor STOVE and 1 American Cooking STONE.

BOOKS, included London Encyclopedia, 22 vols.

And,
1 PIANO.
Catalogues will be issued, and the whole will be on view on and after Friday, the 10th inst.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG.
Auctioneer.
1919 Hongkong, 7th November, 1871.

GENERAL WEEKLY SALE.

H. JURGENS & Co. will sell by Public Auction, on
MONDAY,
the 13th November, 1871, at their Sales Room, Queen's Road, at noon,—
Woollen GLOVES, FLANNEL, TWEEDS, CLOTH, Woollen SCARFS, Woollen JACKETS, Tooth BRUSHES, Silk UMBRELLAS, Butter BEER, BRANDY, CHERRY CORDIAL, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1941 Hongkong, 10th November, 1871.

FURNITURE SALE.

DA SILVA & Co. will sell by Public Auction, on
MONDAY,
the 13th November, 1871, at 2 P.M.,
At the Residence of T. HART, Esq., 59, Wyndham Street,—
The whole of the HOUSEHOLD FURNITURE, comprising:—
Drawing, Dining, and Bed Room SUITES, Glass and Crockery WARE, CUTLERY, PICTURES, Pier and Cheval GLASSES, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1947 Hongkong, 10th November, 1871.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the residence of THOMAS JACKSON, Esq., the Albany, on
WEDNESDAY,
the 15th November, 1871, at 12.30 P.M.,—
The whole of the HOUSEHOLD FURNITURE, &c., comprising Hall TABLES, Hat STAND, MATS and MATTING, PICTURES, Mantel-piece MIRRORS, and CLOCKS, CHAIRS, COUCHES, English-made Mahogany Writing TABLE, Dining TABLE and CHAIRS, Walnut ESCRITOIRE, Marble-top WASHSTANDS, and Toilet TABLES, Iron BEDSTEADS, CARPET, WARDROBES, Toilet MIRRORS, Ice CHEST, &c., &c., &c.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
1944 Hongkong, 10th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq., H. M. Acting Naval Storekeeper, to sell by Public Auction, on
THURSDAY,
the 16th November, 1871, at 11 o'clock A.M.,
At H. M. Naval Yard,—
Sundry Naval and Victualling STORES, comprising Old Wrought IRON, Iron CASKS, Iron HOOPS, STEEL, VICES, WINCHES, Bunting GLASS, LEATHER, SOCKS, BOATS, &c., &c.
BISCUITS, FLOUR, RAISINS, CHOCOLATE, SUGAR, &c., &c.
CASKS, CASES, BAGS, Cotton DRILL, BLANKETS, MARINE CLOTHING, JACKETS, FROCKS, TROWSERS, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1905 Hongkong, 6th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq., Acting Naval Storekeeper, to sell by Public Auction, at the Naval Yard, on
FRIDAY,
the 1st of December, 1871, at 11 A.M.,—
H. M. Gun Boat
"*STARLING*."
One Anchor and Chain to be sold with the vessel.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Government Auctioneer.
1888 Hongkong, 3rd November, 1871.

PUBLIC AUCTION.

MR. E. WALLACE has received instructions from the agents of the owners, to sell by Public Auction, (unless previously disposed of by Private Contract,) on
THURSDAY,
14th December, 1871,
At No. 23, Water Street, Yokohama,—
The British Screw Steamer
"*CHIEFTAIN*,"
(late H.B.M. Steam Corvette *Mutine*,) of 882 Tons Builders' Measurement, as she now lies in the port of Yokohama, with Engines, (two of 200 Horse Power), Boilers, Sails, Rigging, Anchors, Chains, Boats, &c., in good working order.

Also,
Two 40-pounder Steel Rifled Guns.
Two 20 do. do.
One 6 do. Field Piece (fitted for Boat service), with their Carriages, and a quantity of suitable Shot and Shell and Ammunition.

Photographs may be seen, and further particulars, obtained from
MESSRS. FINDLAY, RICHARDSON & Co.,
Yokohama,
AND, THE BORNEO CO., LIMITED,
Shanghai and Hongkong.
1m 1915 Hongkong, 10th November, 1871.

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
THURSDAY,
the 16th November, at Noon,
The following belonging to the Estate of the late Dr. J. R. OLIVER,—
Consisting of FURNITURE, BOATS, DRUGS, BOOKS, Wearing APPAREL, Surgical INSTRUMENTS, &c., &c.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
VICTOR DE JESUS.
1w 1935 Whampoa, 8th November, 1871.

VICTORIA REGATTA CLUB.

THE Eighteenth Annual Regatta will take place on the 22nd and 23rd November next.

Gentlemen who are desirous of joining this Club are requested to send in their names to the undersigned.
H. J. H. TRIPP,
Hon. Secretary.
tf 1589 Hongkong, 18th September, 1871.

NOTIFICATION.

NIUCHUANG LIGHTSHIP.

NOTICE is hereby given, that the Lightship "*Niuchuang*" will be REMOVED from her position on the Bar at the entrance to the Liau River, after the 31st October next.
T. G. LUSON,
Commissioner of Customs.
Custom House,
Niuchuang, 30th September, 1871. [1m 1829

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP.

And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCROW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a
WITEWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.

The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
f 876 May3

SADDLERY.

AT COST PRICE.—A General ASSORTMENT from the
BEST LONDON HOUSES.
Also,
Driving and Riding WHIPS.
BONNETT & Co.,
26, Queen's Road,
Hongkong.
3m 1680 Hongkong, October 2nd, 1871.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—
4 stranded ROPE, from 7¼ inches downwards.
3 " " " 8¾ " "
BOLT ROPE, " 5¼ " "
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.

At LAMMERT, ATKINSON & Co.
tf 1169 Hongkong, 10th July, 1871.

FOR SALE.
500 CASKS best PORTLAND CEMENT.
Apply to
FREDERIC DEGENAER.
2m 1541 Hongkong, 8th September, 1871.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.

Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong.
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

Intimations.

INDO-CHINESE SUGAR COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary General MEETING of Shareholders in this Company, will be held on TUESDAY, the 14th instant, at 3 o'clock in the Afternoon, at the Head Office, Bank Buildings, Queen's Road Central, for the purpose of receiving the Report of the Board of Directors, on the present position and prospects of the Company, and to confirm the terms of the sale of the Company's property at Bienhoa.

By Order,
A. NOEL BLAKEMAN,
Secretary.
8d 1920 Hongkong, 4th November, 1871.

FOR SALE.

A PHAETON, last American style, with India Rubber Springs, complete.
A pair of Java PONIES.
An American BILLIARD TABLE, complete, with Cues, &c. Apply to
LANE, CRAWFORD & Co.
tf 1916 Hongkong 7th November, 1871.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

IT is hereby notified that on and after this date no fee will be charged on Policies issued by the Company.
JARDINE, MATHESON & Co.,
General Managers.
1m 1875 Hongkong, 1st November, 1871.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 1877 Hongkong, 1st November, 1871.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE.

THE SECOND CALL of TWENTY-FIVE DOLLARS per Share on the Shares of the above named Company, is payable on the Fifteenth day of November, 1871, at the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts will be granted for the same.

Interest at the rate of Twelve (12) per centum per Annum will be charged on all Calls unpaid on the 15th day of November.
N. B. DENNYS,
Acting Secretary.
7, Pedder's Hill,
1813 Hongkong, 20th October, 1871.

THE GLOBE MARINE INSURANCE COMPANY, (LIMITED).

SUBSCRIBED CAPITAL, £500,000, IN 25,000 SHARES OF £20 EACH.

CAPITAL PAID-UP, £100,000.

THE Company combines, with all the usual advantages of other well-managed Marine Insurance Companies, distinctive features, which offer special inducements to Insurers. The Company's Articles of Association provide that Insurers shall have a Substantial Share in the profits of the business. Whenever the net profits in any year shall have sufficed to pay the Shareholders a dividend of 10 per cent. on their paid-up Capital, 25 per cent. of the surplus is to be distributed pro rata amongst such of the Insurers as have paid during the year $500 and upwards in premiums.

The Undersigned, having been appointed agents in China for the above Company, are prepared to grant policies covering marine risks at current rates.
SIEMSSEN & Co.
3m 1567 Hongkong, 14th September, 1871.

WANTED,

LESSONS IN FRENCH, by one who is well grounded in the language.
Apply, stating terms, to C. R., office of this paper.
1w 1914 Hongkong, 7th November, 1871.

NOTICE.

A LECTURE on JOHN KNOX will be delivered by the Rev. Dr. LEGGE, in Union Church, at 9 o'clock P.M. on WEDNESDAY, the 29th current, being the eve of St. Andrew's Day.
1915 Hongkong, 7th November, 1871.

STEAM YACHT *EARLY BIRD.*

THE above Vessel is open to hire for EXCURSION TRIPS.
For Terms, apply to
J. S. HOOK, SON & Co.
1m 1832 Hongkong, 25th October, 1871.

TWO or Three ROOMS to Let, Water laid on. Apply 59, Wyndham Street.
tf 1938 Hongkong, 9th November, 1871.

TO LET,
(*With possession on or about the 1st January*, 1872).

THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c
tf 1846 Hongkong, 27th October, 1871.

TO LET.

THE East half of the "Hermitage" on Caine Road, formerly occupied by T. G. HAYLLAR, Esq. Possession on 1st November. Apply to
RUSSELL & Co.
1m 1763 Hongkong, 14th October, 1871.

TO LET,
With immediate possession:

THE Ground-floor of our PREMISES facing Queen's Road.
SANDER & Co.
tf 1505 Hongkong, 5th September, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET,
With possession early in April.

THAT very desirable RESIDENCE, Glanaskin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET,
(*With possession on 1st January*, 1871).

THAT very desirable BUNGALOW, situate at *Pokfoolum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

Intimations.

LUSITANO THEATRE.

Manager.....MR. W. E. ROGERS.
Stage Manager.....MR. E. D. HAYGARTH.

COME AND SEE US.—THE EUREKAS.

TO-MORROW (SATURDAY) EVENING, NOVEMBER 11TH, 1871.
In one of our great programmes,
"WILLIKINS AND HIS DINAH"
will be presented for the second time,
And,
J. CALDWELL, the Guitar Soloist, will make his re-appearance in new solos, &c., generally the EUREKA VARIETY TROUPE
will try to give satisfaction to all.
For full particulars see small bills of the day.
Doors open at 8, commence at 9 o'clock.
Tickets for the performances can be obtained at all hours on application at the LUSITANO THEATRE.
1946 Hongkong, 10th November, 1871.

FOR SHANGHAI.

THE British Steamer
"EMERALD,"
will be despatched for the above Port TO-MORROW, the 11th instant, at daylight.
For Freight or Passage, apply to
OLYPHANT & Co.
1942 Hongkong, 10th November, 1871.

FOR SAIGON AND SINGAPORE.

THE Steamer
"DUNA,"
will be despatched at 4 P.M. TO-MORROW, the 11th instant.
For Freight or Passage, apply to
AUGUSTINE HEARD

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1871.

BIRTHS.

At Hongkong, on the 9th instant, Mrs. A. G. MORRIS, of a daughter. [1950

At Macao, Mrs. ERNEST DEACON, of a son, on the 9th instant. [1939

The delivery of the *Daily Press* from this office commenced on Thursday morning at 10.05, and the last messengers left the office at 10.27.

The Daily Press

HONGKONG, NOVEMBER 10TH, 1871.

WE arrive at the truth with regard to CHUNG HOW's movements, as is characteristic with Chinese affairs, backwards. The first account we had, with the exception of an intimation from a private correspondent mentioned by a contemporary, was a notice in the *Alta California* telegraphed from New York, to the effect that the Chinese Ambassador had been stopped on his way back to Pekin, and was about to return to Paris. We now, according to a paragraph in the *Pall Mall Gazette*, which is given further on, find him in London preparing for the journey from which, unlike the traveller of HAMLET, he was very unexpectedly to himself destined to return. CHUNG made very short work of it in London, where it is evident he had given up all hope of accomplishing the object of his Mission. Upon this, the London papers speculate, and here again we find another amusing example of the beginning at the end principle, which has characterised our information upon this subject. The *Pall Mall* surmises that CHUNG's reason for leaving was probably M. THIERS having refused to receive him on account of the non-reception of the French Minister by the Emperor of China, just as on our side, when the news that CHUNG HOW was about to return reaching us, it was surmised that the Pekin Goverment had probably at last decided upon yielding on the audience question. The remarks in the *Pall-Mall* may probably be taken as confirming the correctness of the surmise upon which we ventured on hearing that CHUNG HOW had determined to return to France. It is likely that the information received by the London papers was derived from some official source there. The remarks made are sufficient to indicate that although CHUNG HOW has not been received in England, his advent has attracted considerable attention on the part of the Government, and it is reasonable to conclude that the English and French Governments are acting upon a common understanding upon the matter, and have both taken advantage of it to again press the audience question upon the Pekin Government.

We cannot refrain from repeating what we said before on this point, that is, it is to be feared our diplomatists in China are making too much of the audience question. What practical results are expected to accrue from the privilege which is sought being granted? We are told that our influence in China will be greatly increased; but we were told this would be the result of our having access to Pekin, and yet circumstances have of late shown very clearly that foreign influence in China has fallen to a lower ebb than it ever held before even in the worst days. The treaty is not more respected than it was then, and our means of redress are certainly not better than when we negotiated with the local authorities. What magic is it supposed will be found in the grand privilege of seeing a semi-barbarous potentate upon his throne? It will have the effect of enabling a few diplomatists to feel the inward satisfaction that they have been in the best Chinese Society; it will afford paragraphs and perhaps sketches for the papers and texts for enthusiasts; but will it aid us in settling the political and commercial difficulties which now stand in the way of foreign progress. The only way in which it would tend to this result would be by increasing the respect of the Chinese people, and especially the officials, for foreigners; and this effect it would no doubt have, if the fact were properly published. But we may be quite certain that it will be entirely misrepresented. If the presence of the Ministers at the capital was currently reported to be merely the temporary result of a raid of the barbarian which would be speedily put down, as was undoubtedly the fact, can we conclude anything else but that the greatest efforts will be made to misrepresent the presentation to the Emperor, upon which the officials attach so much importance? The likelihood is that the general influence of foreigners in the country will not be in any way increased by this step, and, however flattering it may be to diplomatists, its practical result will be disappointing.

There is, however, one way, in which the concession of the audience privilege may be turned to good account, that is, by making use of it as a handle to induce the Chinese Government to grant more material concessions. If it be agreed that, on condition of the inland navigation and illegal exaction questions being settled upon a satisfactory basis, the audience concession will not be at once acted upon, we shall always have a lever by means of which we may stimulate sluggish officials at the capital into something like progressive action. In this way, that is as a means to an end, the audience concession may prove of value, but in itself we cannot help thinking it is of less importance than has been commonly represented.

The *London and China Express* contains some comments, on what we presume is the telegram concerning the meeting with reference to the Police Force, which it commences by the statement that the residents in Hongkong have held a meeting "at which it was resolved to request the Government to send out a Royal Commission to inquire into the position of our countrymen and other foreigners in China." It then goes on to comment upon the insecurity of foreigners generally in China. It is difficult to understand how it can have got hold of so strange a travestie of the real facts.

The jurors summoned for the long protracted October Sessions, who have been writhing with impatience at each successive adjournment of the last and probably longest case in the Calendar, will be glad to learn that that particular burden is off their shoulders. The conspiracy case is to be allowed to stand over to the next Session. It was agreed yesterday that in view of the necessity to take the *Ocean* collision case on Monday, and of the near approach of the day for opening the November Sessions, Mr. Hayllar would apply on Monday that the case of R. v. Abdool Moosa and others be allowed to stand over to the next Session. We are requested to notify jurors that the business of the present Sessions requiring their attendance is therefore disposed of, there being only a few prisoners to be sentenced.

On the 23rd September, a public meeting was held at Greenwich to vote an address of confidence to Mr. Gladstone. The *Daily News*, (after the style of Hongkong Minutes of Council Proceedings) gives the following account of the matter:—

"The Greenwich Advanced Liberal Association have determined to present an address to Mr. Gladstone, expressing approval of his policy since he has held office as Prime Minister."

Literally this is correct, but it conveys a different impression from that which would be produced by the following, the *Standard's* version:—

Mr. Gladstone's conduct was sharply canvassed by the advanced Liberals among his constituents at Greenwich on Saturday night. A public meeting was called to vote an address of confidence to the right hon. gentleman, but a large body of those who attended held that he had not kept the promises he made to working men before he got into power. An amendment to the address was moved, inviting Mr. Gladstone to explain his conduct to a meeting of his constituents, and after an acrimonious discussion the vote was taken, when the Chairman declared the numbers to be equal, and gave his casting vote in favour of the address.

Mr. Small received a perfect ovation at his benefit last night at the Lusitano Theatre. The house was very full, and the stalwart comedian was in his best vein. All the old favourites in the way of songs were rapturously applauded, and the new burlesque, Mr. Small's production, was a decided hit. Himself the life and soul of the piece, he was ably assisted by the other members of the Troupe, and particularly may be mentioned Miss Fanny Wiseman, who played in the most charming manner, and was evidently bent on doing her utmost for the success of the burlesque. Mr. E. D. Haygarth made a splendid Biddy, and was loudly applauded in a very good part of the piece where that fair lady goes off into a regular Irish female rage, and those who know what *that* is need no further description. Miss Hosmer as Willikins noted with her usual talent, and was particularly successful in one or two very sweet snatches of songs. But old Grufflunga, *alias* Joseph Small, was inimitable. Those who had just seen him as Tipperary Paddy would certainly have been puzzled (programmes and other irregular means of knowledge excluded) to recognise the same individual in the homely old German of the burlesque. At the close—that is, after everybody had been "Away down South"—Mr Small was called forward. For his well-merited applause, which was rendered with unbounded enthusiasm, he gracefully responded. The *beneficiaire* may be thoroughly congratulated on the success of himself and his remarkably good burlesque.

POLICE INTELLIGENCE.

9th November.

BEFORE C. MAY, Esq.

AN UNEXPECTED DEFENCE.

James Edward Mortimer Plantagenet Gilliard, of America, journalist and barber, hired a chair on Monday morning from 7.30 a.m. to noon, and refused to pay 40 cents, but gave his portrait to the chair coolie, enclosed in an envelope, and told him to go to the Magistrate and ask him kindly to grant a summons. The confiding chair coolie came up accordingly with this work of art in hand, and applied for the necessary legal document; but whilst he was procuring it, the defendant was marched into the dock by a constable, charged by another chair coolie with refusing to pay chair hire 80 cents. Mr. May asked him what he had to say. Defendant solemnly opened a Bible, which he had brought with him. Every one thought the Court was about to have a lecture from that sacred volume; but it turned out it was opened only as a preliminary to asking with eyes lifted to the heavens for aid in giving a reason why he was in such difficulties. Instead of going into the chair subject, the defendant entered into his troubles with such fervor, that the Court was entranced with the beautiful domestic sermon. With eyes constantly lifted to heaven, he laid great stress on Low-a-hoy, his servant, having entered into his private bedroom, without even knocking at the door, to ask him about another boy's jacket. He was sorely troubled at heart, and he hoped the Magistrate would look over his frailties. He was employed in Mr. Moore's barber's establishment at the Hongkong Hotel. He was now staying at Mr. Volkman's. He sometimes lost his head. He hoped the Judge would excuse the long stops and gaps in his depositions. He was a sorely stricken man. Ordered to pay 75 cents to the chair coolie who brought him up, and 40 cents to the chair coolie who came with his portrait.

BEFORE J. RUSSELL, Esq.

JUVENILE OFFENDER.

Tam-a-lum, aged 14, a school boy in the Central School, was charged with stabbing a fellow school boy, named Tam-pak-mi, under the following circumstances. Complainant stated the defendant, Tam-a-lum, stabbed him in the thigh. Complainant produced the trowsers he had on when stabbed, also the stockings and handkerchief, he tied round his leg. He had known the defendant more than two years; he was in the same Chinese class, but not in the same English class. They had never had any fight; they had played together, but had not done so lately, and had been always good friends. The complainant was 15 years of age, and has been married for two years. The defendant knows complainant is married; but he himself is not married. On the 7th, they were in the class of Mr. Ho-chuk-shang. Complainant was in the first bench, the defendant was in the second bench. Cheong-hi-tao was sitting beside him, Chan-fin-fo was there; they heard what passed. The defendant told him that his wife was bad. The defendant was in the habit of making such remarks to him. Complainant said he would tell the master. When the bell rang, he passed the defendant's seat, and received the stab in the thigh.

To be defendant.—Complainant had not any knife, and did not strike at him.

Mr. Stewart gave testimony to having seen the wound, dressing it, and sending the complainant to the Civil Hospital. The other two pupils having been examined and corroborating the previous evidence, defendant was sent to 14 days' imprisonment, during which he was to have two periods of three days' each in solitary confinement on rice and water; and was fined $25, or 14 days' additional imprisonment, and was also ordered to find security in two householders of $50 each for six months.

The remaining cases were of only a trivial character.

SUPREME COURT.

COMMON LAW.

BEFORE THE HON. CHIEF-JUSTICE SMALE.

Lee Sing and others v. Davis.

SPECIAL CASE.

Mr. Hayllar, instructed by Messrs. Caldwell and Brereton, was for the plaintiffs: the Acting Attorney-General, instructed by Mr Sharp, for the defendant.

In this case the plaintiffs, trading under the firm of Wo Hang, sued Mr. J. Kennard Davis, as manager of the North-China Insurance Company, upon a policy of insurance against "total loss only" of certain provisions taken by the *F. A. Palmer* emigrant ship, which sailed hence for San Francisco on the 16th May, 1870.

The facts were as follows, as stated in the special case. On the 17th March, 1870, the plaintiffs chartered the ship *F. A. Palmer*, Thomas H. King master, for the conveyance of passengers from Hongkong to San Francisco. The plaintiffs placed on board, under the charge of the master, for the use of the passengers during the voyage, provisions, medicines, and necessaries, according to the scale prescribed by the Chinese Passengers Act, 1855, and the local regulations, and also a large quantity of utensils and other implements for the use of the passengers while at sea. The total value of the various things provided for the passengers' consumption and use was $10,450. On the 9th May, 1870, the defendant, as Agent for the North-China Insurance Company, granted to the plaintiffs a policy of insurance upon goods in the *F. A. Palmer* on the voyage from Hongkong to San Francisco, for the sum of $10,450, and the risk was thereby declared to be upon "Passengers' baggage so valued—against the risk of total loss only." It was agreed that the policy should be read as if the words "Passengers' provisions" had been used, instead of "Passengers' baggage," and that the words so substituted should be taken to include the articles specified in the list which formed part of the case. The *F. A. Palmer* sailed on the 16th May, 1870, and the provisions were served out to and consumed by the passengers at the daily rate per man prescribed by the regulations. On the 6th of June the vessel encountered a severe typhoon, and became dismasted. She was so much disabled and provisions had run so short that she was obliged to put in at Yokohama, where she arrived on the 23rd June, the greater part of the goods insured being lost by perils of the sea.

The questions for the opinion of the Court were the following:—

1.—Whether on the proper legal construction of the policy altered as aforesaid by the substitution of the word "Provisions" for "Baggage" the risk is *divisé*, or whether the plaintiffs can only recover on proof of total loss of the whole of the articles enumerated in the list.

2.—Whether if the risk is *divisé*, the plaintiffs can only recover *pro tanto* on proof of total loss of the whole of one species, namely, the whole of the articles of food, the whole of the cooking utensils, or the whole of the medicines; or whether on proof of total loss of the whole of any one of the items mentioned in the list they can recover the value of such item.

3.—Whether the fact of part of the provisions having been consumed by the passengers before the storm is an objection to the right of the plaintiffs to recover for a total loss by perils of the sea.

If the Court should be of opinion that the plaintiffs were entitled to recover under the policy on proof of a total loss of part of the goods insured, it was agreed that the amount of the loss sustained, and payable by the defendants, should be referred to the arbitration of the Registrar of the Supreme Court, or of such other person or persons as the Court might appoint, and with such directions as the Court should think fit to make as to the law applicable to the case, and that upon such reference the evidence *de bene esse* of Thomas H. King, master of the *F. A. Palmer*, taken before the Registrar in this action, should be admitted on behalf of the plaintiffs. It was further agreed that the costs should be in the discretion of the Court.

On the special case coming on for argument,

The Acting Attorney-General said he had been instructed to argue this case on the most liberal principles, and he would, therefore, withdraw the third question for the opinion of the Court.

The Chief-Justice remarked that this was a very liberal concession.

The Attorney-General said that he did not wish to take any merely technical objection, as that course would be more detrimental to the interest of the Insurance Company than decision on the broad merits of the case.

The Chief-Justice said it was a very honourable course which the Company were pursuing.

Mr. Hayllar said he quite appreciated it. The learned counsel proceeded to argue on behalf of the plaintiffs. After stating the facts which are given above, he read the questions, and the list of articles referred to, remarking that all had been lost except such portions as had been consumed on the way.

The Chief-Justice observed that the third question, which had been abandoned, was substantially the same as the first, and that therefore in giving up the third the defendant had really given up nothing.

The Attorney-General said he had given up the third question in the form in which it appeared. He did not feel justified in giving up the first now, because he did not yet know what the effect would be, but he engaged that no unfair question should be raised.

The Chief-Justice did not suppose any unfair question would be raised, but in point of fact nothing had been given up.

Mr. Hayllar then said that the case turned between two cases, and it was a question by which of them it was to be governed. There was a case of *Jansen v. Raleigh*, and there were two later cases, *Duff v. Mackenzie* and *Wilkinson v. Hyde*. He should contend that the case was concluded, if not by *Duff v. Mackenzie*, then at all events by *Wilkinson v. Hyde*. He should refer first to *Jansen v. Raleigh*. In that case the question was whether the assurer was liable under a policy of insurance on linseed shipped in bags, the risk being against total loss, but some of the bags having been recovered. There it was conceded that if the linseed had been shipped in bulk the loss of a portion would not make a total loss. The decision went simply to this, that the shipment in bags was equivalent to a shipment in bulk, and that therefore the risk could not be *divisé*. But the case of *Duff v. Mackenzie* (26 L.J., C.P. 313) was one in which the master of a ship had insured his effects. The judgment delivered by Mr. Justice Williams in that case had been attacked by Mr. Blackburn when he was at the bar, but was not shaken. It was confirmed in the later case of *Wilkinson v. Hyde*. The effect of the decision was that where articles essentially different in their nature and kind were insured under a general description, the assurers were not exempted from liability for the total loss of any of them, though others should be saved. Where the master had insured a chronometer and a greatcoat, and saved the chronometer, and there was thus no natural or artificial connection between the things insured, which were essentially different in their nature and uses, the risk was held not to be indivisible merely because the description was general. In *Wilkinson v. Hyde* (27 L.J., C.P., 116), the plaintiff was an emigrant, and had insured £240 on any kind of goods which he might put on board as effects. He put on board several separate packages, and he was held to be entitled to recover for those packages which were totally lost, the judgment thus confirming that in *Duff v. Mackenzie*. Then as to the further question which might arise under the first question, whether the fact that a portion of the provisions had been consumed would affect the liability, he thought, he could show conclusively that it would not. Every Insurance office was bound to know the custom of the actual business in which it insured.

The Attorney-General explained that he adhered to the first question, because if His Lordship came to the conclusion that the defendants were liable for a portion, then he would contend that the portion consumed must be deducted in estimating the damages.

Mr. Hayllar said he of course admitted that.

The Attorney General said he did not abandon the question as a question of fact, but he abandoned it as a question of law.

Mr. Hayllar said that on this point, he would refer to a case reported in 2 Douglas, 510, *Noble v. Kennoway*, where certain salt and provisions were insured in a vessel going to the coast of Labrador. Part was taken out on the voyage for curing fish, and for consumption, and the rest was totally lost. The owners recovered for the goods totally lost, it being held that the office was bound to know the custom of the trade. These were the only remarks he intended to offer upon the case.

The Attorney-General said that before referring to the cases cited by his learned friend, he would ask his Lordship to look at the terms of the Policy. "The said goods and merchandises laden thereon for so much as concerns the assured, are and shall be Dollars Ten thousand four hundred and fifty, on passengers' baggage"—or, he might read, "provisions"—"so valued—against the risk of total loss only." Now supposing the insurers to have intended to insure against total loss only, could they have put it more clearly than it was put in that policy? He looked upon it as a contract between the Company and the assured, and his Lordship would bear in mind that where some words in a document were printed and others written, the written portion was dominant if there was any confliction.

The Chief-Justice enquired how these policies were made out. Were they, as in London, made out by a broker between the parties?

Mr. J. K. Davis, who was in Court, replied that they were made out by the Company. This one was made out by himself on application made by the plaintiffs.

His Lordship asked when the money was paid.

Mr. Davis said it was paid a few days afterwards. The plaintiffs had an account with the office.

His Lordship said this was not like a policy made in London. It appeared that the insurer alone had to do with making it out.

The Attorney-General said as the money was not paid until afterwards, the plaintiffs had time to see that it was correct. Of course it was made in accordance with the application.

His Lordship said this case ought to have been settled out of Court.

The Attorney-General said that the Company had made every effort to come to a settlement.

Mr. Hayllar.—Except by payment.

The Attorney-General said he was ready to compromise now.

The Chief-Justice said if he had insured goods (which he never did—never had done and never would do—he would not trust to a policy) but if he had insured he would think his property was as safe as if it was at London Bridge. Were the parties prepared to make a sacrifice of one-half on each side?

Mr. Hayllar thought this was a case to be carried through unless payment were made by the Company.

The Attorney-General proceeded.—Having drawn attention to the language of the policy he would comment on the cases cited by his learned friend, which with one or two exceptions were the only ones upon the subject. *Jansen v. Raleigh* was a very important case overruling a previous decision. Then there were the two later cases of *Duff v. Mackenzie*, and *Wilkinson v. Hyde*. As to the former of these, the insurance was upon the master's effects warranted free from average. The articles insured were essentially different, and it was held that the warranty was divisible on that account, Mr. Justice Williams remarking that there was no natural or artificial connection between, for instance, a chronometer and a coat.

The Chief-Justice.—Nor between bags of rice and casks of salt pork, except that they are eaten together.

The Attorney-General asked his Lordship to reserve his opinion on that point. The articles must be essentially different in their nature and kind, and the use to be made of them. In this judgment one could not help supposing that the judges had been influenced by the absurdity which would have followed in that particular case if the risk were not divisible. Supposing the master to have lost everything but the clothes in which he escaped, still he would not have been entitled to recover on the rest though they were totally lost. Mr. Justice Williams said it was impossible to believe that the parties had intended this. In the present case no such harsh and startling conclusion would be arrived at if his Lordship held that the Company was not liable. But there was this important point to notice. The goods were shipped on the *F. A. Palmer* in accordance with certain provisions of the Chinese Passengers Act 1855, and he contended that on this account there was an artificial connection between the various articles shipped, which would bring the case within the authority of *Jansen v. Raleigh*, and not under the exception grafted upon it by *Duff v. Mackenzie*. As to *Wilkinson v. Hyde*, the decision there was on the same ground as that of *Duff v. Mackenzie*, the word "goods" (used in the former) being equally wide in meaning with "effects" in the latter. He contended that the word "provisions" in the present case was more circumscribed in meaning. There was another case, *Lempriere v. Miller*, heard at Melbourne, and reported in the *Law Times* of July 8, 1871. He did not cite it for his argument, as it did not carry the matter any farther, but he thought his Lordship would like to see it. The learned counsel then read a passage from Tudor's Leading Cases, Edition 186 (p. 167), which, he believed, summed up the whole of the authorities on this subject. In conclusion, he contended that under this policy the insurers were liable only for a total loss of all the goods, and not for the total loss of particular kinds.

Mr. Hayllar replied briefly, pointing out that if the plaintiffs' claim were not sustained it would go to the root of all these insurances. A portion of the provisions must be consumed in all cases, and it was intended that this should be the case. If they could not recover, therefore, they would arrive at an absurdity very analogous to the one referred to in *Duff v. Mackenzie*, no force at all would be given to the policy.

Judgment reserved.

THE PIER AND GODOWN COMPANY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—From the report of Mr. Hayllar's speech on the above scheme, published in your paper of yesterday's date, I notice that my suggestions before the Committee are characterised as "*almost foolish*." In another report I perceive they are termed "*quite absurd*." I wonder Mr. H. did not use his favorite epithet "*perfectly monstrous*," as the interests he was advocating were so very great. In the face of this abuse, (although, I suppose, looked upon as justifiable on the part of a legal gentleman pleading his case), and as my proposition before the Committee could not necessarily be fully reported, I consider it due to myself to explain through your columns what my proposal really was, and I think I shall be able to prove that it is quite practicable, and, in fact, the only one to meet the obstructions to traffic complained of that was suggested. I proposed that the Pier should be raised from its proposed level at the T end to the level of the 1st floor of the Godown at the Praya, and this would give a gradient of about one and a half in one hundred, a very easy one for trucks, which could be easily managed by coolies without even the application of breaks. The spire end of the Pier being in shallow water, the raising of the structure at this end would not necessitate piles of unusual length, whilst those at the outer end would be of the same length as now planned by the Pier Co. The additional expense would therefore be only that of longer Piles towards the inner end (the labour of driving, &c., would be much the same) and the construction of a bridge over the Praya ground and raised platform to Godowns. The advantages gained would be *no obstruction to Praya traffic*; clear headway to cargo and other boats; at highest tides of about 16 feet, at low water spring tides of nearly 25 feet. This additional height given to boats through bridging over the Praya would obviate the necessity of the swing bridge in the Pier (I proposed) being opened, excepting in cases where through stress of weather unfortunate cargo boats or ships might drift towards the Pier when they could be *warped* through the opening. Should, however, no bridge be constructed, both Pier and ship must come to *much grief*, to (I should say) the great detriment of the Company's interests.

I am, Sir, yours faithfully,
J. STUDD.

Hongkong, 9th November, 1871.

CHUNG HOW IN LONDON.

(*Pall Mall Gazette, Sept. 28.*)

The visit of Chung How, the Chinese Envoy, to London, was of short duration, and was marked by a no more exciting incident than a visit to the Kensington Exhibition. Only a few days after his arrival he most unexpectedly announced to his foreign attachés his intention of immediately returning to China, and gave directions that the members of the mission who had been left behind in Paris should instantly follow him to Liverpool, from which port he embarked for America en route for his native shores. The probable cause of this sudden movement is not far to seek, and in all likelihood arose from the refusal on M. Thiers' part to receive him—a circumstance which was mentioned in these columns a short time since. On meeting with this unexpected rebuff he doubtless wrote to his Government for instructions how to act, and his subsequent sudden departure discloses the nature of the reply he received from Peking. If this be so, it shows that the Chinese Government are still determined to ignore the binding nature of diplomatic obligations, for it will be remembered that the reason given by M. Thiers for refusing to receive Chung How was the non-fulfilment of Mr. Burlingame's promise that the French Minister at Peking should be received by the Emperor, and that it is yet far from recognizing its true relative rank among nations. Further, by withdrawing its envoy it postpones indefinitely the final settlement of the Tientsin difficulty, and thus threatens to keep open a vexed question which may at any time complicate its relations with foreign Governments.

THE HON. MR. SEWARD IN PARIS.

Mr. Seward was entertained at a grand banquet in Paris given by General Banks. A great number of American citizens were present, including Mr. Bigelow; M. F. de Lesseps was also among the company. Somebody tried to draw the American statesman out upon the present and future of French politics. The following, according to the *Avenir Liberal*, was his reply:—"I have no opinion to express on the subject. I have been in France a good many times. I was here under a republic which they called an empire, and I am at present in France under an empire which they call a republic."

At the Uxbridge petty sessions Mr. Frederick Strange, of the Alhambra Palace, Leicester-square, was fined £1 12s. and costs, for absenting himself from the last training of the Uxbridge Yeomanry Cavalry, of which he was an enrolled member.

THE TOTAL ECLIPSE OF THE SUN.—The total eclipse of the sun, on December 12th, will be visible from Hindoostan, the Indian Ocean, Australia, New Zealand, and the Pacific Ocean. Arrangements are being made for securing careful observations of all the phenomena attending the eclipse; the Astronomer-Royal is arranging instruments for use in India; the President of the Royal Society is sending instruments of the newest and most approved kind to Australia; the Royal Society of New South Wales sends an expedition to Cape Sidmouth; and Ceylon is to be taken possession of by a staff of astronomical observers from England.

THE AMERICANS IN KOREA.

(*Pall Mall Gazette.*)

We have been so long accustomed to hear of the outbreak of little wars in the East that the American expedition to Korea has been allowed to pass by almost unheeded. There is much, however, in the circumstances of the dispute to make it of interest, and there is much in the conduct of the Koreans, both before the invasion of their country and in the battlefield, to admire. The net result of the engagements on the 1st and 10th of June last was the massacre of 300 Korean soldiers and the destruction of several forts, to be balanced against the death of four Americans. It is not pleasant to contemplate these unequal figures; and most people will think that, unless the crimes of the Korean Government are in some way commensurate with this terrible loss of life, an undeserved and cruel punishment has been inflicted on its subjects. Let us, then, examine the charges brought against the Koreans.

In August, 1866, an American vessel, the *General Sherman*, sailed from China for the Korean coast. For some time nothing was heard of her, but at length reports reached Chefoo through native junkmen to the effect that the vessel had been burned by the Koreans and her crew murdered. To inquire into the truth of these rumours the United States steamer *Wachusetts* was despatched to Korea, and in a reply to a communication forwarded by the commander to the Taou-tae of the port, the rumours were confirmed so far as the destruction of the vessel and the death of the crew were concerned. But the Taou-tae's account of the circumstances which led to these results is such as, if not proved to be false, should exonerate his Government from the charge of murder and piracy. He begins by stating that by the laws of his country it is laid down that in case a foreign vessel be driven to the coast by adverse winds the local authorities are bound to furnish all provisions and supplies required by the crew while they wait for a wind to depart, and in case the vessel is wrecked it is their duty to offer the crew an escort overland to Peking. On the arrival of the *General Sherman* in the Ping-yang river, the magistrate of the district, believing her to have been driven in by stress of weather, proceeded to make inquiries on the subject. A messenger was treated by the Americans with the utmost rudeness, and on his replying to a proposal made by them that it was quite out of his power to make a treaty of commerce with them they became "more unreasonable and violent." Each day they were supplied with "rice, meat, vegetables, fruit, fuel, &c.," and as often they promised to depart, but by each tide they drifted higher up the river. As the authorities then plainly perceived that it was their intention to push their way to the provincial city, the adjutant-general of the province was sent with instructions to preserve, as far as possible, the peace between the natives and the intruders. His presence was, however, obnoxious to the crew of the *General Sherman*, who captured his vessel and made him prisoner. Further, they fired on and pirated several merchant vessels which they encountered in the river. Thus was the cup of oppression full, and, "yielding to their indignant rage, several tens of thousands of soldiers and people" from the provincial city attacked the Americans. The fight was a fierce one, and "finally the powder stored in the said vessel exploded, rending her to pieces and sending her black smoke up to heaven. The vessel was entirely burnt up, and her men were all killed."

Before dismissing this statement as untrustworthy it is just to the Koreans that we should inquire what manner of treatment shipwrecked and other crews have at different times received at their hands. The materials are scanty, but they all bear witness to the humanity and kindliness of the Koreans. Captain Richards, of her Majesty's surveying ship *Saracen*, in a paper published by the Royal Asiatic Society, speaks in the highest terms of the reception he and his crew met with from the natives at Port Hamilton, a small island off the south coast of Korea, in 1855. After describing his first interview with the people, he says: "We soon made great friends with these islanders, and roamed about over the island at our pleasure. Whenever we appeared at a village we were met by the elder and principal people, mats were spread, and dried fish, onions, &c., with a yellowish liquor of a sour taste, were brought for our entertainment, after which pipes were lit and a crowd of servants bearing low tables on which were rice cooked in various ways, pork, seaweed, and soy. There was a table for each of us (fifty), and one for the chief officials. A cup of samshoo was first handed to each as a whet; the music struck up, and every one began to do full justice to the sumptuous repast. . . . In fact," he adds, "we could not have been better treated in any Christian country than we were by these semi-civilized heathens." In the interval between the first and second engagements with the Americans one other ship, the *Chusan*, was wrecked on a small island off the coast and was abandoned by her crew, who succeeded in reaching the mainland in safety. On the authorities becoming aware of their presence they offered them an escort overland to Chefoo, an offer which was accepted by the Chinese sailors, the captain and foreign portion of the crew preferring to risk a passage across the gulf in their boats. The Koreans appear to look on wrecks as treasure trove, and therefore, when an attempt was made by two English speculators to recover the vessel and cargo, they were made prisoners at large by the authorities, by whom they were supplied with three meals of rice per day, and, though they were restricted as to liberty, they were not otherwise harshly treated. On the appearance of H.M.S. *Ringdove* to demand their liberation, they were promptly given up, and were allowed to take away all property belonging to the wreck.

The question then arises why, when in every other instance the Koreans have shown hospitality to foreign crews visiting their shores, did they give a hostile reception to the sailors of the *General Sherman*? It is difficult not to believe that the true answer to this question is, that they provoked their fate by their overbearing manner and preposterous demands. Unfortunately instances of such conduct in the East are not so rare as to make this supposition in the least unlikely. The American Government however, deeming it unadvisable to pass the matter over altogether in silence, despatched an expedition to the Ping-yang river in May last, with the declared object of making some arrangement by peaceful negotiation for the rescue and protection of shipwrecked seamen and their property. But the Korean Government, either from their own consciousness or from warnings from Peking, were evidently distrustful of the probable results of these peaceful negotiations, and on the arrival of the American fleet the following laconic despatch was handed to Admiral Rodgers by the Korean authorities:—"In the year 1863 a man of your nation, whose name was Fabiger, came here and communicated, and then went away. Why cannot you do the same? In 1865 a people called the French came here, and we refer you to them for what happened. This people has lived four thousand years in the enjoyment of its own civilization, and we want no other. We trouble no other nation. Why do you trouble us? Our country is in the extreme east. For what purpose do you come so many thousand miles across the sea? Is it to inquire about the (*General Sherman*) ship destroyed? Her men committed piracy and murder, and they were punished with death. Do you want our land? That cannot be. Do you want intercourse with us? That cannot be either." In the face of this decided protest Admiral Rodgers proceeded to open his "peaceful negotiation" by sending in an armed force of steam launches, supported by two gunboats, to survey the river. While engaged in sounding the channel the surveying party were fired upon by the Korean forts which guarded its banks; but one slight casualty only is recorded on the side of the Americans, while on the other hand the Koreans were shelled out of their forts with the loss of thirty men. After waiting ten days without receiving the apology which he seems to have expected would be volunteered of this insult offered to the American flag, Admiral Rodgers determined to chastise the offending Koreans by capturing and destroying their forts at the mouth of the river. This his sailors accomplished, though we are told that the natives fought with great bravery and succumbed only before the superior weapons of their antagonists.

After this exhibition of force, Admiral Rodgers, being quite unable with the troops at his command of follow up the advantages gained by an advance towards the capital, retired to Shanghai to await further order from Washington. By the latest accounts it appears that the American Government is unwilling to enter single-handed into any further contest with the Koreans. Matters, therefore, must remain as they at present stand, and it must be confessed that the situation is anything but satisfactory, Admiral Rodgers has succeeded in angering a proud and brave people without having had an opportunity of explaining his motives or of attempting to justify his conduct to them, and, instead of accomplishing the avowed object of his mission, has left behind him a legacy of hate which may very possibly be fruitful of disastrous consequences to the lives and property of all foreigners who may at any future time be driven to the coasts of Korea.

THE LOSS OF THE "MEGÆRA."

The following despatches from the Admiralty on the above subject have been published:—

Commander Robinson to the Secretary to the Admiralty.

"Her Majesty's ship *Rinaldo*, Batavia, Aug. 10.

"SIR,—I have the honour herewith to forward for their Lordships' information the report of Acting Lieutenant Jones, of the loss of Her Majesty's ship *Magæra*, at St. Paul's Island.

"2.—On my arrival at Batavia on the morning of the 8th inst. I found the clipper ship *Oberon*, with auxiliary steam power, had been chartered by the British Consul, and that the extra supply of provisions, which I had telegraphed to be ready for this ship to take to St. Paul's, had been put on board the *Oberon*.

"2—Under these circumstances I telegraphed to the Commodore at Hongkong to know whether the *Rinaldo* should proceed to St. Paul's, and received the following reply:—*Rinaldo* not to proceed to St. Paul's. *Malacca* left Hongkong yesterday.'

"4.—On the 9th instant, at 2 p.m., I received a note from the Consul, and upon going to his office found your telegram requiring the *Rinaldo* to bring Captain Thrupp and witnesses from St. Paul's to Singapore. Having the positive orders from Commodore Shortt not to go to St. Paul's, on reading it I deemed it advisable to telegraph to Commodore Shortt to know whether the *Rinaldo* was to go; and received the following answer at 45 minutes past noon this day:—'*Rinaldo* to proceed immediately to St. Paul's, and execute orders of Admiralty.'

"I start instantly, and have the honour, &c.

"GEORGE ROBINSON, Commander.

"P. S.—The *Oberon* sailed yesterday, the 9th, at 7.30 a.m."

"From Acting Lieutenant Lewis T. Jones, of Her Majesty's Ship Megæra, to the Secretary to the Admiralty.

"Batavia, Aug. 7.

"SIR,—I have the honour to report to you that Her Majesty's ship *Megæra* was run on shore on St. Paul's Island on Monday, June 19, in a sinking state, and that all hands are saved and landed, with provisions and stores.

"The circumstances under which the *Megæra* was run on shore are as follows:—On June 8, on the passage from the Cape to Sydney, a leak was reported, but was for several days kept under by hand-pumps and baling. On or about the 14th of June the leak became more serious, and the water gained on the pumps. Steam was then used, and by the aid of the main steam pumps the water was kept in check.

"It was determined to steer for St. Paul's Island in order to examine the ship, where she arrived and anchored on Saturday, June 17. A survey was then held, and a diver sent down to examine the leak. A hole was discovered worn through the centre of a plate, about 12 feet abaft the mainmast and about 8 feet from the keel port side, besides other serious injuries in the immediate vicinity of the leak.

"On Sunday morning, June 18th, the report of survey was sent in. It was considered unsafe to leave the anchorage. Provisions and stores were then landed. On Monday forenoon, June 19th, weather being very stormy, and being unable to keep the ship in position, having carried away and lost three anchors since first anchoring, and being unable to carry on the work of landing provisions on account of the stormy weather, it was determined to beach the ship. At about 1 p.m. the ship was run full speed on the bar, and remained there. She soon afterwards filled up to the main deck aft at high water. The work of landing provisions and saving cargo was then continued, and a portion of the men and officers landed in charge of the same. The ship was not entirely abandoned for about ten or twelve days after she was beached. I was ordered by Captain Thrupp to hold myself in readiness to intercept any passing vessel, and communicate intelligence to the senior naval officer at any port at which I should arrive. I left the island on Sunday, the 16th of July, in the Dutch vessel *Aurora*, Capt. Fisser, owners Goodkoop and Co., Amsterdam, and arrived at Sourabaya on the 2nd of August, when I communicated with the senior naval officer in China and Consul at Batavia.

"Up to the time I left the island about 80 tons of cargo for Sydney had been saved, and divers were still employed recovering it. Men and officers were living under canvas, and all are well. They had provisions to last, on half allowance, till the beginning of November, with the exception of bread, flour, tea, and sugar, of which they were very short, men being on 4oz. of bread per day.

"Water was obtained from the summit of the hill during rainy seasons, but could not be depended upon. It is considered impossible to render the ship fit for further service.

"I arrived at Batavia this day, August 7, and proceeded to St. Paul's by English merchant steamer *Oberon*, Captain Burgoyne chartered by Acting Consul, with necessary provisions for men.

"Captain Thrupp's letter reporting the loss of the ship was accidentally left out of the bag containing other despatches, but will be forwarded to England by the ship *Oberon*.—I have the honour, &c.,

LEWIS T. JONES.

"Acting-Lieutenant, H.M.S. *Megæra*."

"Her Britannic Majesty's Acting Consul at Batavia to the Secretary of the Admiralty."

"British Consulate, Batavia, Aug. 14, 1871.

"SIR,—On the 7th instant, I had the honour to send to the Board of Admiralty the following telegram:—'In terms of your telegram I have chartered the British steamer *Oberon* for St. Paul's with provisions, and Lieutenant Jones sails Wednesday morning daylight. Speed, 10, perhaps 14 knots. Capacity 1,022. The *Rinaldo* expected Wednesday,' and on the 9th instant I received your reply as follows:—

"'Approve *Oberon* being chartered. Inform Captain Thrupp, if this reaches you in time, that crews of the *Blanche* and *Rosario* are to be sent to Sydney in *Malacca*, which is to bring relieved crews to Aden, unless already chartered for England. Captain Thrupp to return to Singapore in *Rin

MOSQUITOS INTOLERABLE.

(*S. F. News Letter.*)

One can endure with tolerable patience a justification of mothers-in-law, and may smile good naturedly at a defence of creditors. Free love and poor relations are so commonly upheld as to excite only a temperate indignation. But when the Boston *Traveller* descends to the fathomless infamy of defending musquitos we feel injured. *That* we cannot, and do not wish to, endure. We believe that even Mr. Bergh at his craziest never thought of upbraiding any one for insulting a musquito. Horace Greely, in his great work upon farming, expressly says that "the musquito should be carefully uprooted, and the stalk burned, or it will multiply so rapidly as to choke out the late-sown goslin and ruin the soil by sucking out all the quinine." We should suppose that the *Traveller* would be ashamed of itself.

A REMARKABLE MINISTER.

(*Rangoon Times, Sept. 14.*)

The principal European residents at Mandalay are the Political Agent, Captain Strover, Dr. Johnstone, Rev. Mr. Marks, Dr. Clement Williams, Mr. Sutherland, Mr. Powell, Mr. de Avera, Mr. Andrieno, Italian Consul, Mr. de Facieu, Mr. Goss, Mr. Johnstone, Mr. Air, Mr. Jones, and two or three other gentlemen. Of the Native Ministers, the Yaw Atween Woon, who is the Chief Executive Minister of the Government, is unquestionably the ablest officer in the Government of Burmah. He has the rare tact of listening to a dozen men all speaking or reading in his presence at the same moment. He divides his attention and keeps the run of the conversation of each one and seems to have time to be thinking on some scientific subject while thus engaged. He has a remarkable tact for settling disputes about revenue, customs, and the execution of the King's orders. But we regret to say that this Chief Minister sits in a dirty little shed scarcely decent enough for the accommodation of a lot of coolies.

ADULTERATION OF TEA.

(*Pall Mall Gazette.*)

After the many revelations recently published on the adulteration of tea, our tea-drinkers ought to be prepared for worse news than that they are, according to the discovery of a French savant, consuming a quantity of leather in their favourite beverage sufficient, we are told, in the course of a year for the manufacture of a stout pair of boots. The consumption of this wholesome article of food is not confined to the drinkers of "the tea," but includes even such as indulge in the most costly and genuine qualities supposing them to mix the beverage with milk, or cream. It is to this most innocuous of drinks that we are indebted for the addition to our cherished evening draught of an ingredient proverbial for its indigestibility. Tea-leaves contain a proportion of tannic acid, which in the liquid state is suspended in solution. Milk, on the other hand, contains a proportion of white of eggs, and the two constituents being the main ingredients of leather readily combine on mixing the fluids, adding by the globules of leather-like substance which they form to the opacity of the compound liquid. We do not apprehend that this discovery will deter any of our readers from taking their accustomed allowance of tea. It may possibly, by the scientific explanation of the process, even add a new relish to their enjoyment. At any rate, they ought to be thankful to learn what excellent powers of digestion they are gifted with, enabling them to digest shoe-leather, though even this may be no novel intelligence after the convincing demonstrations furnished by their butchers.

THE NEWCASTLE STRIKE.

(*Times, Sept. 15.*)

Mr. George Potter, though he writes moderately enough on the question of the engineers' strike, cannot quite abstain from importing into it an argument which is without any real weight. He harps upon the "additional hour of rest" which would be secured for the men; but, whatever might be the possible utility of the hour thus saved from labour, it is doubtful whether the men have ever been influenced in the smallest degree by the prospect of such a gain. In fact, they would not take it in that coin if they could help doing so. The employment of a greater number of workmen upon a given amount of work is the real object of the movement, and the arbitrary curtailment of the "working day" offers the readiest means to the end. Apart from this particular point—though, indeed, it is the cardinal point of the whole struggle—a circumstance should be noted of material weight in favour of the men. We may commonly, though not invariably, draw at least one satisfactory inference from a strike, and this is that the trade must be so far prosperous as to suggest the demand for better remuneration. In the present instance the fact is confessed by the employers with unusual promptitude. "Had our men," says Sir William Armstrong, "applied for an increase of wages, instead of a reduction of time, the dispute might have been easily adjusted." Mr. George Potter is far too acute to lose the advantage thus offered. But why should the solution not be as "easy" as he pleases to imagine? Sir William Armstrong gives us a very intelligible answer:—"Wages fluctuate with demand, but shortened hours of work do not alter; and therefore, there is less objection to increase wages than to decrease time." No doubt. The case resembles, apparently, that of direct and indirect taxation, where every reduction of indirect taxation is held to be permanent, leaving all future adjustments to be made on the other side. If the men get an increase of wages they might lose it a year hence; if they get a new "working day" recognised, it will last for ever, or at any rate till it can be shortened once more.

(*Standard, Sept. 16.*)

Every conceivable means were adopted by the employers to avoid the loss and disasters of a prolonged strike, but, unfortunately, in vain. It was high time now, they might well think, to look elsewhere for the remedy to cure this disorder. Yet, again, they paused to give the misguided engineers another chance before they resorted to the importation of labour. At last they could see no other way out of the difficulty, and they determined to seek aid from abroad. And in this direction they have succeeded. Despite the exertions made by the League to frustrate them, they now find themselves in a tolerably easy position. They have in their workshops half as many men as they had before the strike, and every day either old hands are returning or foreigners are arriving. There is, therefore, not the slightest appearance of submission on their part.

(*Daily News, September 16.*)

The last argument of the employers is gone. What conditions the leaders of the League may have in reserve we know not. It may, of course, be that they would prove arbitrary and impracticable. It may be that they would be glad to put an end to their difficult position. But as to the Nine Hours question we may speak without qualification. Sir William Armstrong has shown that the Employers' Association have no ground upon which they can refuse to concede the required shortening of the working day. To put themselves right they should declare themselves ready to grant that demand, and then settle the question of wages with the men upon its own merits. In that form the dispute might be easily ended, either by a direct compromise, or by a reference to arbitration.

(*Scotsman, Sept. 16.*)

The advocacy of the strike by the London men is specially audacious. By their strikes they have all but destroyed the iron shipbuilding and engineering trades on the Thames; and what they would do, if they had their way, would be to destroy them on the Tyne also. The contest now going on at Newcastle was fought before on the Clyde and on the Thames. In London the masters yielded, hoping to save something, and they lost almost all. On the Clyde the masters were firm, and both they and the men have been benefited. The trade on the Clyde is larger than ever it was, and has every prospect of prosperity. The employers on the Tyne may well have regard to these lessons, and strain every nerve to resist a demand which they may know would, if successful, go far to destory their trade, or rather drive it elsewhere.

(*Dublin Evening Mail, Sept. 20.*)

We hear already of foreign workmen being employed in large numbers in the strike districts. Germans and Belgians are landing at Hull in numbers daily; and, even if they retain employment in England for only a limited period, they will return to the Continent, carrying with them a skill in English trade from which the country eventually must suffer. It has been seriously injured already by a public policy which has the tendency to transfer English manufactures to foreign sites. Heretofore, the one difficulty with the foreigners who so rushed into the competition was the want of skilled artisans of their own language and manners. These they are now likely to secure, through the obstinate folly of English workmen, in insisting upon such a curtailment of the hours of labour as the capitalists could not possibly bear up against, at a moment when profits are reduced to a minimum, and the alternations in trade, and its incidental risks, are greater than were ever before known.

COMMERCIAL INTELLIGENCE.

NOVEMBER 9TH, EVENING.

The drug market has kept quiet and weak for all kinds, with nominal quotations for Patna at $712½ to $715; Benares $707½ to $710; Malwa $650 to $655; Patna, on time, 11th Sales, $720, sellers.

NOVEMBER 10TH, MORNING.

Patna, $712½ to $715; Benares, $707½ to $710; Patna, 11th Sales, on time, $720, subject to fluctuation under speculative influence; Malwa, $650, first quality, sellers.

Bank shares are weaker, being quoted at 60 per cent. for old and 58 per cent. for new, but with nothing doing. Hongkong Fires have further improved, sales being made at $560 for cash; Chinas are weak at $60 premium per share; Victorias are in demand at $63. Steamboats are quiet at 38 per cent. premium, with sellers for cash. China and Japan, for shares are wanted at 92½ for cash. There is nothing doing in other stocks.

SAIGON MARKET INTELLIGENCE.
From Messrs. BEHRE & Co.
(*By Telegraph.*)
SAIGON, 9th November, 8.35 a.m.

RICE.—Still declining; best current one seventy seven; new grain time bargains perhaps one sixty-eight.
FREIGHTS.—Thirty cents.
EXCHANGE.—Unaltered.

SHARES.

Hongkong Bank Shares, Old—60 per cent. premium.
Hongkong Bank Shares, New—58 per cent. premium.
Union Insurance Society of Canton, new shares—$1,500 per share premium.
China Traders' Insurance Company's Shares—$2,500 per share premium.
China and Japan Marine Insurance—Tls. 92½ per share premium.
Chinese Insurance Company.—$100 per share premium.
Hongkong Fire Insurance Company's Shares—$360 per share premium.
China Fire Insurance Company's Shares—$60 per share premium.
Victoria Fire Insurance Company's Shares—$63 per share premium.
Hongkong and Whampoa Dock Company's Shares—25 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—38 per cent. premium.
Shanghai Steam Navigation Company—Tls. 82½ per share premium.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.
China and Straits Steam Navigation Company—25 per cent. discount.
Hongkong Gas Company's Shares—$62 per share.
Hongkong Hotel Company's Shares—60 per cent. discount.
Hongkong Distillery Company—10 per cent. premium.
Indo-Chinese Sugar Company—$17 per share discount.
Hongkong Pier and Godown Company, Limited—$12 per share discount.

EXCHANGE.

ON LONDON.—
Bank Bills, at 3 months' sight, —
Bank Bills, at 6 months' sight, 4/4½
Credits, at 6 months' sight ..... 4/4½ to 4/4¾
Documentary Bills, at 6 months' sight ..... 4/4½ to 4/5
Bank Bills on demand, ... 4/5
ON NEW YORK —
Private, 5 months' sight ..... —
ON BOMBAY.—Bank, 3 days' sight 220½
ON CALCUTTA.—Bank, 3 days' sight 220
ON SHANGHAI.—
Bank, 3 days' sight 71½
Bank, 15 days sight 72
Private, 30 days' sight 72½

SALES ON NOVEMBER 9TH, 1871.
As reported by Chinese.

White Sugar, 150 picule, at $6.35, by Yuen fat to Hongkong merchant.
White Wax, 4 pieces, $86.00, by Kin-fung to Hongkong merchant.
Vermicelli, 150 picule, at $8.50, by Kin-fung to travelling merchant.
Mushrooms, 50 picule, at $28.50, by Kwong-fook-wo to travelling merchant.
Fungus, 20 picule, at $29.50, by Kwong-fook-wo to travelling merchant.
Saigon Rice, 10,000 picule, at $2.25, by foreign merchant by retail.
Grey Shirtings, 7 lbs., 500 pieces, at $2.10, by foreign merchant to Hongkong merchant.
White Beans, 3,400 picule, at $2.37, by Hing-tai-chan by retail.
Green Peas, 2,700 picule, at $2.37, by Hing-tai-chan by retail.
Yellow Peas, 1,400 picule, at $2.32, by Hing-tai-chan by retail.
Saigon Rice, 1,000 picule, at $2.20, by Fook-mow-loong to Hongkong merchant.

EDUCATION IN GERMANY,
FRANKFORT-s'MAYNE,
PRINCIPAL—DR. LOUIS GEISOW,
Assisted by 18 duly qualified teachers, who reside on the premises.

THIS establishment works under the supervision of the Prussian Ministry of Public Instruction.

Young gentlemen between six and eighteen years prepared for the universities, Civil and Military Services, and Commercial Pursuits. For prospectus, stating terms and giving full particulars, apply at the Office of this Paper. [1m 1799

NOTICE

MESSRS. L. FRICKEL & CO, TEMPORARY ENTRANCE
tf 1666 ON THE PRAYA. [Sept. 30

PRIVATE APARTMENTS.

MR. W. E. ROGERS having leased the LUSITANO CLUB BUILDING, is desirous of obtaining a few BOARDERS, having several suites of WELL FURNISHED ROOMS unoccupied. The Apartments can be had with or without Board. Apply as above.
1758 Hongkong, 14th October, 1871.

MR. ALFRED SINGER,
TEACHER OF THE PIANOFORTE,
IS prepared to take a limited number of Pupils during his stay in Hongkong. For particulars, apply by letter, CLUB LUSITANO BUILDING.
1m 1767 Hongkong, 16th October, 1871.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED, having leased the HONGKONG HOTEL to LEE APONG from the 1st day of November, 1871, will not be RESPONSIBLE for any Contracts entered into by him, nor for any Goods supplied to him or his order.
By order,
For the Hongkong Hotel Co., Limited,
ED. BAKER,
Secretary.
tf 1879 Hongkong, 31st October, 1871.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sold Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

DENTISTRY
BY
V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road,
HONGKONG.
tf 1219 Hongkong, 17th July, 1871.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON *via* SUEZ CANAL	Hector (str.)		Hongkong	Butterfield & Swire	On or about the 12th inst.
SUEZ	Australia (str.)		Hongkong	P. & O. S. N. Co.	On the 15th proximo.
HAMBURG	Bertha	Rose	Hongkong	Wm. Pustau & Co.	Quick dispatch.
NEW YORK	Birdston		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Armin		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Early Morn		Hongkong	Russell & Co.	Quick dispatch.
SAN FRANCISCO	Quicksteep	A. P. Chase	Hongkong	Russell & Co.	Quick dispatch.
Do.	Yosemite		Hongkong	Russell & Co.	Quick dispatch.
Do.	Florella	F. G. Peabody	Hongkong	Augustine Heard & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Jane Speirs	C. T. Brown	Hongkong	Russell & Co.	Quick dispatch.
DUNEDIN (N.Z.) & M'BOURNE	Whirlwind	Graham	Hongkong	Rozario & Co.	Quick dispatch.
Do. Do.	Sea Gull	Marshall	Hongkong	Russell & Co.	Quick dispatch.
S'PORE, P'ANG, & CALCUTTA	China (str.)	Gardner	Hongkong	David Sassoon, Sons & Co.	On the 14th inst., at 2 P.M.
SAIGON AND SINGAPORE	Duna (str.)	Mann	Hongkong	Augustine Heard & Co.	To-morrow, at 4 P.M.
SAIGON AND BANGKOK	Luzon (str.)	C. C. Williams	Hongkong	Bourjau, Hubener & Co.	Quick dispatch.
MANILA	Tita	Escribano	Hongkong	Remedios & Co.	Quick dispatch.
Do.	Sunshine (str.)	Taylor	Hongkong	Douglas Lapraik & Co.	To-day, at noon.
YOKOHAMA	Ellora (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
CHEFOO	G. C. Lorenz Meyer	Möller	Hongkong	Wm. Pustau & Co.	Quick dispatch.
SHANGHAI	Tigre (str.)	Boileve	Hongkong	Messageries Maritimes	To-morrow, at noon.
Do.	Emerald (str.)		Hongkong	Olyphant & Co.	To-morrow, at daylight.
SWATOW, AMOY & FOOCHOW	Douglas (str.)	Toppin	Hongkong	Douglas Lapraik & Co.	On the 12th inst., daylight.

For Sale.

VICTORIA EXCHANGE,

SAYLE & CO.,
SILK MERCERS, TAILORS, & GENERAL WAREHOUSEMEN,
Solicit inspection of the undermentioned Goods for their Autumn and Winter Season.

Black and Blue BROAD CLOTHS.
MELTONS, BEAVERS, WITNEYS AND NAPS.
3/4 and 6/4 Tweed COATINGS.
Silk and Wool COATINGS.
Black and Blue DIAGONALS, of the newest styles.
Fancy VESTINGS.
A choice selection of CLOTHS, in suit lengths only.
PAJAMAS and DRESSING GOWNS.
Gentlemen's HOSIERY, in Cotton, Merino or Lambswool, Comprising SOCKS, UNDER VESTS, and PANTS.
Cardigan JACKETS and VESTS.
Cotton and Linen SHEETINGS.
Damask NAPKINS and CLOTHS, all sizes.
LONG CLOTH and CRIMEAN SHIRTS, all qualities.
The New Twill Oxford SHIRT.
The latest styles in made up TIES and SCARFS.
Linen and Paper COLLARS.
Silk, Cotton, and Wool MUFFLERS.
FELT HATS, in Black, Drab and Brown.
Drab Felt and Black Paris HATS.
UMBRELLAS and WALKING STICKS.
SOAP and PERFUMERY.

TAILORING in all its branches, under the superintendence of experienced CUTTERS.

Our FURNISHING DEPARTMENT contains the largest and best assorted STOCK we have ever offered, comprising:
Tapestry, Brussells and Velvet Pile CARPETS.
RUGS to match the above.
Hearth RUGS and Sofa CARPETS.
Printed FELTS, in squares or by the yard.
DAMASKS and REPS, in the leading colors.
A large assortment of FRINGES and TRIMMINGS.
Embroidered, Printed and Velvet Pile TABLE COVERS.
Coir MATS and MATTING.
FLOOR CLOTHS.
Mahogany and Brass Cornice POLES.
White and Colored BLANKETS.
Bed QUILTS.
Lace CURTAINS and ANTI-MACASSARS.
Eider Down QUILTS.
Carriage and Travelling RUGS.
PORTMANTEAUS.

For Ladies' Advertisement see To-morrow's Issue.

BRANCH ESTABLISHMENT,
Corner of Nankin and Szechuen Road,
SHANGHAI.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE, with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Plotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 894 Hongkong, 24th May, 1871.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS' CANVAS,
Merchant Navy
Navy Boiled
Long Flax
Crown
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

A MONTILLADO, ... per 1 doz. Case $13
PALE SHERRY, ... „ 1 „ $8
Superior MEDOC, ... „ 1 „ $6
Superior ST. JULIEN, ... „ 1 „ $10
Sparkling MOSELLE, ... „ 1 „ $14
G. H. Mumm's CHAMPAGNE, 1 „ $15
BRANDY, $6 to $12, ... „ 1 „
REYNOLDS & Co.
tf 1679 Hongkong, 2nd October, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE
AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—
Messrs. DROWN & Co., Swatow.
„ WILSON, NICHOLLS & Co., Amoy.
„ HEDGE & Co., Foochow.
„ KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange, San Francisco.

For Sale.

FOR SALE.

Ex "Belted Will," "Cornavia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins*.
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders in quarts and pints.
Duff Gordon's SHERRIES, different scale.
Superior Old Vintage PORT.
Hennessy's BRANDY, 1 star and 3 stars.
AVH GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
PRIME DANISH BUTTER, in 7 lbs. Tins.
Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TRYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENIER'S CHOCOLATE, *yellow, brown,* and *pink.*
At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3 50 upwards.
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOCK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynaud FOKINKS, double Orange CURACOA.
At LAMMERT, ATKINSON & Co.
tf 907 Hongkong, 25th May, 1871.

FOR SALE,
Ex str. "Glengyle," and late arrivals.

GENUINE La Forque CIGARRETTES, of assorted sizes.
Smoking TOBACCOS and SNUFFS.
Genuine Havana CIGARS, from $5 to $20 per 100.
Finest Cavite and Manila CIGARS and CHEROOTS.
Meerschaum PIPES, &c., &c.
J. C. KRUSE,
No. 10, Queen's Road Central.
1m 1743 Hongkong, 12th October, 1871.

NOW READY.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ... $1.50
Neatly Bound, ... $2.00
Apply at the *Daily Press* Office.

FOR SALE.

ONE Superior High Pressure Horizontal STATIONARY STEAM ENGINE, complete, of 10 Horse Power.
One highly finished Extra-strong and Powerful Direct-acting Single Cylinder PORTABLE STEAM ENGINE, complete, of 12 Horse Power, manufactured by Messrs. CHARLES D. YOUNG & CO., PERTH. Apply to
MELCHERS & Co.
3m 1426 Hongkong, 23rd August, 1871.

FOR SALE,
CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

TATHAM'S BRANDY in 1 doz. cases.
„ SHERRY „ 3 „
„ PORT „ 2 „
„ CLARET „ 1 „
BIRLEY & Co.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Vessels on the Berth.

FOR MANILA *(direct).*
THE Steamship
"SUNSHINE,"
Captain Taylor, will be despatched for the above Ports TO-DAY, the 10th instant, at noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1929 Hongkong, 8th November, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamer
"TIGRE,"
Capt. Boileve, will be dispatched for SHANGHAI *(direct)*, TO-MORROW, the 11th instant, at noon, instead of the time previously given.
C. BERTRAND,
Principal Agent.
1903 Hongkong, 10th November, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"DOUGLAS,"
Captain Toppin, will be for despatched the above Ports, on SUNDAY, the 12th instant, at daylight.
Despatches will close TO-MORROW, at 6 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1931 Hongkong, 9th November, 1871.

FOR LONDON *via* SUEZ CANAL.
THE O. S. S. Co.'s Steamship
"HECTOR,"
will be dispatched on or about 12th inst.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
6d 1918 Hongkong, 7th November, 1871.

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Steamer
"CHINA,"
Captain Gardner, will leave for the above places on TUESDAY, the 14th instant, at 2 P.M.
Despatches will close at 1.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.
8d 1912 Hongkong, 7th November, 1871.

FOR SAIGON AND BANGKOK.
THE American Steamer
"LUZON,"
C. C. Williams, Commander, expected from Swatow on or about the 9th instant, will leave for the above ports on the 12th inst.
No correspondence will be received by the agents or on board.
For Freight or Passage, apply to
BOURJAU, HUBENER & Co.
tf 1890 Hongkong, 3rd November, 1871.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co's steamship
"ELLORA,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 2nd November, 1871. [tf 1884

THE P. & O. S. N. Co.'s Steamship
"AUSTRALIA,"
leaving Hongkong with H. M. Mails, Passengers, Specie and Cargo on the 15th proximo, will proceed through to Suez.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 21st October, 1871. [tf 1809

FOR CHEFOO.
THE German barque
"G. C. LORENZ MEYER,"
Möller, Master, will load as above, and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.,
Agents.
tf 1923 Hongkong, 8th November, 1871.

FOR NEW YORK.
THE A 1 German Barque
"ARMIN,"
844 tons Register, will load at this and Whampoa, and have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1924 Hongkong, 8th November, 1871.

FOR NEW YORK.
THE A 1 British Ship
"BIRDSTON,"
will load at this and Whampoa for the above port, and have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1604 Hongkong, 21st September, 1871.

FOR DUNEDIN, (NEW ZEALAND,) AND MELBOURNE.
THE A 1 British Clipper-barque
"SEA GULL,"
Marshall, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1632 Hongkong, 28th September, 1871.

FOR DUNEDIN (N.Z.) AND MELBOURNE.
THE Clipper Ship
"WHIRLWIND,"
Capt. Graham, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 1627 Hongkong, 25th September, 1871.

FOR MANILA.
THE A 1 Spanish Schooner
"TITA,"
Captain Escribano, will have very quick despatch to the above port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1913 Hongkong, 7th November, 1871.

FOR HAMBURG *(direct).*
THE German 3-masted Schooner
"BERTHA,"
Rose, Master, will load as above at Whampoa and Macao, and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.
tf 1611 Hongkong, 22nd September, 1871.

FOR SAN FRANCISCO.
THE American Ship
"FLORELLA,"
Capt. F. G. Peabody, will have quick despatch for the above port.
For Freight, apply to
AUGUSTINE HEARD & Co.
4w 1765 Hongkong, 19th October, 1871.

Vessels on the Berth.

FOR SAN FRANCISCO.
THE A 1 American Clipper-barque
"QUICKSTEP,"
A. P. Chase, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1783 Hongkong, 18th October, 1871.

FOR SAN FRANCISCO,
To follow the "Quicksep."
THE A 1 American Ship
"YOSEMITE,"
will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1784 Hongkong, 18th October, 1871.

FOR NEW YORK.
THE A 1 British Ship
"EARLY MORN,"
will load at Whampoa as above, and have immediate despatch.
For Freight, apply to
RUSSELL & Co.
tf 1785 Hongkong, 18th October, 1871.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
"JANE SPEIRS,"
308 Tons Register, C. T. Brown, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1684 Hongkong, 3rd October, 1871.

FOR FREIGHT OR CHARTER.
THE A 1 British Ship
"ILIONE,"
742 Tons Register, Captain Thomas Rapson.
Applications to be made to
BIRLEY & Co.,
Agents.
tf 1885 Hongkong, 2nd November, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*GREAT REPUBLIC,*" Captain Cobb, will leave Hongkong for San Francisco via Yokohama on SATURDAY, the 11th of November next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The "*GREAT REPUBLIC*" will be due at San Francisco December 16th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 10th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,
Agent.
Hongkong, October 12th, 1871.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINSIN'I, MARSEILLES, OTHER MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*AUSTRALIA,*" Captain J. S. MURRAY, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on WEDNESDAY, the 15th instant, at noon.

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 14th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

*** A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 3rd November, 1871.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 *E Praya West,*
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

NOTICE.

YOW TO, who was our Manager, has ceased to be in our employ since the end of the 8th month, and in future all orders for purchases of goods must be signed by YOW PAK;
CHUNG MOW TYE,
No. 68, Wellington Street.
1m 1772 Hongkong, 17th October, 1871.

A. MILLAR & CO.,
HOUSE, SHIP AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best

Extracts.

Punch at Home.

(From "Friends and Acquaintances," by the Author of "Episodes in an Obscure Life.")

Parsley Smiles would have been puzzled to tell who gave him that name—either "Christian" or surname. He was a "promiscuous" acquaintance of mine—a Punch-and-Judy-man, whose first memory was of eating damp hawes in a foggy ditch, and who often afterwards had not even haws to eat, but who, when I knew him, managed to support a wife and two children. His surname and his calling may suggest the idea of a rollicksingly merry man, but Parsley Smiles was nothing of the kind. Why he was called Parsley it is impossible to guess, but I think he must have been called Smiles in irony. Parsley very seldom smiled when I knew him, and looked as if he had very seldom smiled before I knew him. He was not a morose man, but it was accident, not choice, that had made a Punch-and-Judy man of him. When he had his "call" in his mouth, and was speaking out the parts for his puppets, I have no doubt that he felt, as well as looked, as grave as a judge. At any rate, when his partner took his place inside the green-baize-curtained frame, and Parsley banged away at the big drum, blew down into the pandean pipes, addressed Mr. Punch and his audience with stereotyped banter, and carried round the saucer for coppers, there was not the slightest trace of fun in his face. I do not mean that it was *kept* grave to heighten the effect of his jokes: it *was* grave—there was no sly twinkle in the eyes. It was this incongruity between the man and his calling that made me curious to learn something about him. I had met him at various times in different parts of London, and every time he had the same care-worn, not sullen, but most unhilarious face. One evening, when it had grown too dark for Punch performances *al fresco*, I saw him toiling homewards with the slanted frame on his shoulders, and the puppetbox slung behind him; his partner, still boarded with the Pan's pipes, and bearing the big drum plodding a little before him. I followed the two man across Trafalgar-square, up St. Martin's-lane and St. Andrew's-street, whence they turned into a side street, and disappeared up a dingy flight of stairs. I had not time then to do more than note the name of the street and the number of the house; but about a week afterwards, when I had a leisure evening, I went to the house, and inquired, of some dirty little youngsters who were squatting on the doorstep of the open door, on which floor I could find the Punch-and-Jouy man. "Which on' em?" answered the biggest of the children. "Punchy Gnts lives second-floor front, and Punchy Parsley first-floor back." "What kind of man is Punchy Gnts, my little man?" I asked with a smile. "He's a fat cove," the little boy answered with a return grin, that's allus a-grubbin', when he ain't a-laughin', an' allus a-laughin' when he ain't a grubbin'." "Oh, then, I think it is Punchy Parsley that I want to see." I mounted to the first floor. The door of the back room was open wide enough to enable me to see what was going on inside. The Punch-frame stood against the wall by the window; Toby, with his frill still on, crouching at its foot; a little boy with the dramaticks in his hands was lolling on the big drum; a pretty little girl, with her hair over her forehead and the Pan's-pipes in her hands, was looking sidelong at her tired-out father, who must have taken off his coat and gone to sleep, upon the only bed I saw, almost as soon, I guessed, as he got home. The youngsters had wanted to "play at father," but their mother was hushing them that they might not wake him. When she saw me she came forward to learn my business. I was telling her that I had come to have a talk with her husband, but that since he was asleep, I would call again, when he awoke. I found him willing enough to talk, and partly at other times when I called upon him I learnt his history. He knew nothing of his father and mother. His earliest memory, as I have said, was a meal of damn haws in a foggy ditch. At that time Parsley belonged, as he phrased it, to a travelling acrobat. Parsley was under the impression that this man had literally bought him. His master, Briggs by name, treated him very brutally, often thrashing and half starving him, if at all slow in learning his business or if there were but few coppers in the saucer, which Parsley had to carry round. Briggs's mates sometimes took Parsley's part, but not very often. Some of them were better tempered than Briggs, and those who were good-natured were shy of interfering with him, since he was a very powerful, violent-tempered man. Getting nothing but his clothes and food—and often very little of that—Parsley lived with this Briggs until he was about fourteen. (As he did not know when he was born, of course, he could only guess his age.) Sometimes engaged at circuses, and sometimes travelling the country as members of a "school," they had in that time not only gone over a good part of the United Kingdom, but also visited the Continent. The postures "school" was the only school to which his master put Parsley, but one of Briggs's mates had taught the boy to read and write after a fashion. One Barnet fair, the day of the pleasure fair was so kingly wet, and Briggs's "school" took scarcely a penny. Thereupon he got mad-drunk, and gave Parsley so terrible a drubbing that he could stand his master's brutality no longer. As soon as he had exchanged his gundy tumbler's uniform for the shabby suit which was his only mufti, he ran away to London. He knew London pretty well, and for a few days begged enough money to provide him with food and pay for a bed in a low lodging-house. But Parsley did not relish begging. He wanted to *do* something for his living. One morning, as soon as he had his breakfast, he went out, determined to apply at every shop in which he saw a bill announcing "A boy wanted." But nobody would employ him. Some people said he was too shabby, and others ordered him off as soon as they discovered that he could give no reference. He had just come out of a truck-maker's shop in the Strand, disappointed for the twentieth time, when he ran against one of the men belonging to Brigg's "school." "You needn't frighten yourself," said the man. "The Tartar's kicked the bucket. He got run over coming away from Barnet that night. So you can come back now, and you shall have your fair whack of what takes, Parsley." But Parsley was sick of tumbling, and asked his former comrade whether he could not put him up to some other way of earning money. The man answered that Dark Davy wanted a sharp boy that he could trust, and that if Parsley liked to try for the place, he should have a good word from him. This Dark Davy was an old blind man, who was wheeled about in a kind of Bath-chair, playing the drum and Pan's-pipes. His retinue generally consisted of a woman to push, and a boy to pull and carry round the hat. The boy passed for the old man's grandson; the woman, according to her age, as his wife or daghter. His "relations" frequently robbed Dark Davy; at any rate, he fancied that they did, although he kept and paid them well out of his very considerable receipts. Parsley became Dark Davy's "grandson," and continued so to be until he was seventeen, meanwhile learning to play the drum and pipes. Then Parsely caught the smallpox, and very near died in hospital. When he came out, he went to a street showmen's "house-of-call" in the Seven Dials neighbourhood, and fell in with a Punch-and-Judy man who was in want of what Parsley called a "pardner." His musical attainments were just the ones required; the other man taught him the outside patter, and Parsley was taken into partnership. At first he was to have only a quarter of receipts, which was to be increased to a third when he had mastered the mystery of the "call" and got up the parts of the puppets, so that he could take his turn inside the frame. That and all the properties belonging to the senior partner, he was to have the remaining two-thirds. But Parsely had saved his life at the risk of his own, when the frame with the "pardner" inside had been upset by a runaway horse and cart, and after that, although Parsley confessed that he was not nearly so efficient as his friend either inside or outside the green baize, the "pardner" insisted on Parsley sharing their earnings equally with him. Two or three years afterwards the "pardner" died, leaving all his little property to Parsley. Parsley then had to seek a partner, and got, almost as soon as he got him, a partner for life. His partner in trade had a sister whom Parsley married—a hard-working, good-principled woman, who made him an excellent wife. She was very fond of him, and very fond of their two children, and looked after the souls as well as the bodies of all three to the best of her ability. Parsley was not a depraved man; he was, considering his circumstances and antecedents, I should say, an exceptionally well-behaved man when he married: but so far as knowledge of Christianity went he was a heathen then. Mrs. Smiles was not a very enlightened Christian, but she was a sincere believer in Christ, and gave a Christian atmosphere to their little home. She read a psalm and a collect night and morning to their little family; she got Parsley to go to church with her on Sunday evenings, first fitfully, but at last regularly; she did not drink, brawl, dawdle, and gossip, like a good many of her neighbours, and little Punch and Judy, as the neighbours called the two young Smileses, were very different from most of her neighbours' saucy, foul-tongued children. They honoured and loved their parents, although both, perhaps, in different ways, were a little too grave for children's tastes. "Yes, I've seen father play Punch," said little Fanny Smiles to me one day. "Me and Tom had gune a arrand for mother, and we see our frame and father's pardner playing the drum in Golden-square. So we stopped and heard father do it, but father ain't funny like that when he comes home. He's so tired; he has his supper and he goes to bed. Yes, sir, he's very good to us, but he don't want to make us laugh. He's too tired. *Tom's* a funny chap. He's got father's old call, and he can do a'most the whole of the talk now, and he can play the drum and pipes, and so can I. Tom says he'll be a Punchy, but mother don't want him to be, nor father neither. Tom's going for a arrand-boy next Monday, and I'm to go and nuss a baby soon's ever I'm eight. Tom and me goes school in the evenings, and of a Sunday afternoon. We runs arrands for mother now, but we're gettin' too growed-up not to do something that'll bring in money. Tom i'll bring in money. Tom i'll be nine next birthday. Mother, she makes little boys' trousers when she can get'em to make, and father sers when she can get'em to make, and father he works hard at bein' a Punchy all day long; he can scarce get up the stairs sometimes when he comes home, he's that tired. Father's pardner has to help him up often. Uncle Jack used to be father's pardner, but Uncle Jack's gone to California." So far as I could judge, Parsley was a sober domestic man, and, therefore, having heard or read of Punch-and-Judy men living on the fat of the land, I was rather puzzled by Parsley's meagre style of living. I said to him once that I had understood that members of his profession—Parsley liked to have Punch-and-Judy spoken of as a profession—made handsome incomes. "And so they used to make 'em," answered Parsley. "My fust pardner's told me that when he fust went into the line, he's shared his ten pound a day with his pardner, and they've gone home and had their game and their wine like swells. But thinks as is, and thinks as was, is very different. We used to get hordera horfen when I fust went into it. I've played in a real live nobleman's drorin'-room more than once; but that's goin' out now; Punch ain't appreciated as he used to was; it's three year now since I got my last horder for a Christmas party; and money's got so scarce that the streets ain't worth half a quarter what they used to was. A long pitch ain't worth much more than a short pitch now. Any how I think I do uncommon well now if me and my pardner shares a bull a day between us. He can get on, because he's only got his own belly to look to, but 'alf a bull a day—and five times out of six it aint nigh as much as that—ain't much for a cove as 'as got a wife and kids. If my wife warn't the good old gal she is, we should horfen find ourselves in a corner. Tain't much she arns, but it's horfen more than what I brings 'ome, and she's got the knack of makin' a little go a long way. She's a good old gal, is my wife. She religious, you see, sir. I ain't religious, I'm sorry to say, but I wish I was. Religious folk seem somehow to make the'ir selves contented 'aves'ever things is goin. Them dear little kids of mine think a deal more of she than they do of me. I love 'em, and they love me; but it's her they look up to somehow. No, sir, I don't mean to bring up Tom to my business. He wont's to be a Punchy, but his mother don't want him to be, and I don't want him neither. There's temptations, and the boys is horfen werry owdacious—pinches ye through the baize, and makes holes and pokes ye, and pitches their caps right into the frame, and hunts ye about, and chaffs ye, and never pays ye nuffink. It ain't a jolly life now, the Punch line ain't. I should be glad to get out of it, if I could get 'old of somefink else that I could get as much by; but I've got into the way of it, and don's see my way clear to nuffink else I could do as well on, though it is so bad. My wife's troubled in her mind because she thinks it's wicked somehow, but I can't quite see that. Of course it ain't right that a party should fling a baby out o' winder, and fight his wife, and swear and so on; but then you see it's make believe, and my fust pardner used to say that there was a fine moral in it, because Punch, big scamp as he was, licked the devil after all; that was his joke. But I ain't a funny man, and I don't relish arnin' my bread, sich as 'tis, makin' a fool of myself. I go to church of a evening now with my old gal and the kids, and when they're a singin' that there Evenink Hymn, I think o' myself squeaking out *roo-too-roo too-roo-too-roo-too-roo-too-roo-ery*; and somehow they don't tally. I'll be werry grateful to you, sir, and so'll my old gal, if you'll put me in the way of gittin' my livin' somehow else, more respectable to a man feelinks, and his wife's about him. Honest sir I've al'ays been used to, but anythink reg'lar you could git me I'd be thankful for, sir. Punch used to be good pay, but it ain't now; and when a cove's got wife and kids, and ain't got no natural fan in him, he don't relish, somehow, arnin' his bread—and precious little of it—by squeakin'."

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.

tf 858 Hongkong, 30th April, 1869

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.

tf 1100 Hongkong, 27th June, 1871.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

NOTICE.

THE undersigned, Sweet-meat Dealers' Shop, has been established at Canton for a number of years, and *we have no other branch elsewhere than the one establishedin this City.* The success of this most delicious and unrivalled Preserves has caused some impudent and evil disposed persons at Hongkong and Macao (who are eager to obtain money by illegal means), to apply the name of "CHY LOONG" to their own inferior Goods. Thus the Public is cheated; but what good will be to the evil disposed who will be punished by the visitation of God? The Public are, therefore, requested to send their orders direct to our establishment at Canton, Honam; and this is the only way in which they can obtain our Genuine Goods.

CHY LOONG,
Sweet-meat Dealers' Shop, Canton.

6m 1854 Canton, 30th October, 1871.

HAWKINS'S HORSE REPOSITORY,
Rear of Murray Barracks, Hongkong.

HORSES received on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, for Sale. *Also,*
Best quality of HAY, OATS, GRAM, BARLEY, and Indian CORN, for Sale.
HORSES and CARRIAGES for Hire.
PONIES do. do. do.
HORSE SHOEING on the most improved principles, under his own superintendence.

T. E. HAWKINS,
(Late Farrier-Major, Bengal Horse Artillery).

N.B.—All Diseases of the Horse attended to.

tf 559 Hongkong, 11th August, 1871.

IT is hereby notified that the interest, and connexion of Messrs. LO WING CHOON and LO YU YOW, with the undersigned firm ceased from the 1st of May, 1871, and that the undersigned will not hold himself RESPONSIBLE for any debts, whatever contracted by the said LO WING CHOON and LO YU YOW of the TYE SENG HOE.

LO KEE SENG.

6m 1899 Singapore, 1st August, 1871.

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the
LLOYD FRANCAIS, Capital of 5,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES, Capital of..... 5,000,000 frcs.,
Offers to the Assured the Security of a collective Capital of.....17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates by STEAMERS and strictly A1 SAILING VESSELS.

OVERLAND RAILROAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.

RUSSELL & Co.,
Agents,
Hongkong and Shanghai.

tf 9701

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rate	
Not exceeding 1 month	½ of the annual rate	
Above 1 month, and not exceeding.....	¾	do. do.
Above 3 months and not exceeding.....	6 „ ½	do. do.
Above 6 months the full annual rate.		

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company.

tf 675 Hongkong, 19th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15%.

BUTTERFIELD & SWIRE.

tf 1753 Hongkong, 1st October, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE,
Agents, 4, Praya.

tf 1569 Hongkong, 26th August, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

GILMAN & Co.,
Agents.

tf 437 Hongkong, 9th March, 1871.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms

OLYPHANT & Co.

tf 1292 Hongkong, 2nd July, 1869.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent. (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co.,
Agents.

tf 1402 Hongkong, 27th July, 1870.

Insurances.

PACIFIC INSURANCE COMPANY. SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.

tf 557 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding 1 month	¼ of the annual rate	
Above 1 month, and not exceeding.....	¾	do. do.
Above 3 months and not exceeding.....	6 „ ½	do. do.
Above 6 months the full annual rate.		

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.

tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days	¼ of the annual rate.	
Not exceeding 1 month	½	do. do.
Above 1 month and not exceeding 3 months...	¾	do. do.
Above 3 months and not exceeding 6 months...	1	do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL.—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.
No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821,
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents	½ per cent.
Other dwelling Houses, used strictly as such, and their contents	¾ per cent.
Godowns, Offices, Shops, &c., and their contents	1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company

tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents.	¾ „
Godowns, Offices, Shops, &c., and their contents.	1 „

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.

tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼ of the annual rates	
Not exceeding 1 month	½	do. do.
Above 1 month, and not exceeding three months.	¾	do. do.
Above 3 months, and not exceeding six months....	1	do. do.

Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.

tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

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NOTICE.

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Other Dwelling Houses (similarly situated) and their contents	¾ per cent.
Offices and Godowns and their contents.	1 per cent.

Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	¼ per cent.	
Not exceeding.....	1 month	½ per cent.
Above 1 month, and not exceeding.....	3 „	¾ „
Above 3 months, and not exceeding.....	6 „	¾ „
Above 6 months, the full annual rate		1 „

ROBT. S. WALKER & Co.,
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